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LANDS TO THE NORTH OF US.

An Autumn Journey Over the Canadian Pacific Railway.

BY E. V. SMALLEY.

Along the northern boundary of the United States there stretches out for a distance of nearly four thousand miles a country peculiar in its geographical position and singular in its political character and relations. It is neither empire, kingdom nor republic, but is called a "Dominion," a name that in reality means nothing explicit. It is self-governing to almost as great an extent as any republic on the globe, raising its own taxes, spending its revenue for its own purposes, regulating its own currency, maintaining its own army, levying protective tariff duties to develop its own industries, passing its own laws, and in general administering its own affairs as best suits its own people. At the same time it is attached by the thin thread of colonial dependence to the powerful British Empire across the sea, and leans heavily on the mother country in all matters likely to

mer condition of isolation from each other could be remedied. So the Intercolonial Railroad was built to tie the maritime provinces of Nova Scotia and New Brunswick, and by water communication the little colony of Prince Edward's Island, to the two commercial hearts of the Dominion at Montreal and Toronto and to its political nerve center at Ottawa. Then the enormous enterprise of the Canadian Pacific Railway was carried forward to completion to open a Canadian west that would keep the emigration movement of the old provinces from going to the United States and prevent the secession of Manitoba and British Columbia. This railroad has saved the Dominion confederation from disintegration, for a decade at least.

The Canadian Pacific road is a creation of the Dominion government, which built a portion of it by direct expenditures from its treasury and subsidized a company with these sections of completed road and with a land grant and immense gifts of money to complete the line. In all, counting the value of constructed road, and the grants of money, the railway company has received from the government a total of seventy millions of dollars, besides its land grant. Never before in the world's history did a corporation

that lies north of Lake Superior, are contiguous to our State of Minnesota and our territories of Dakota, Montana, Idaho and Washington. We naturally want to know what there is in those new regions to attract population and what are likely to be their future relations with our settlements, our railways and our cities. It was to gather information upon these points that I made a journey over the Canadian Pacific in the month of October, going first from Winnipeg to Port Moody, the present western terminus of the road and to Vancouver, its ultimate terminus, and thence, turning eastward, passing over the whole line to its eastern terminus at Montreal. Winnipeg was described in an article in the November number of this magazine.

I was disappointed in the appearance of the country between the American boundary at St. Vincent and the city of Winnipeg. Most of the land along the Red River is low and subject to overflow. Very little settlement is seen. The country which supports the solid and handsome little capital city of Manitoba lies west of the river. The few settlers in the immediate vicinity of the stream are for the most part French half-breeds in a low state of civilization, whose farms stretch in long, narrow strips back from



VIEW OF THE ROCKY MOUNTAINS FROM THE BOW RIVER ON THE CANADIAN PACIFIC RAILROAD.—[From a photograph.]

create international difficulties and responsibilities.

This Dominion of Canada has now about five millions of people, making a long, narrow ribbon of settlement, broken at many points by the vast, irredeemable northern wilderness. At its widest points this ribbon is scarcely two hundred miles broad. The most populous of the provinces, Ontario, is about as large as the State of Indiana, or the lower peninsula of Michigan. All of the provinces face the desolate northern wastes on one side and the powerful nationality of the American Republic on the other. Were it not for the artificial separation created by a frontier boundary line, every one of these provinces would find its natural trade relations with some adjoining State of the American Union, rather than with any political division of Canada. Thus New Brunswick and Nova Scotia would have their chief commercial intercourse with the New England States, Quebec with New York, Ontario with New York and Michigan, Manitoba with Minnesota, Alberta with Montana, and British Columbia with Washington and Oregon. Canadian statesmen saw years ago that it would not be much longer possible to hold the provinces together and prevent them from gravitating to the United States by separate action unless their for-

receive such lavish gifts from a government. These seventy millions were a donation pure and simple. The Dominion government stipulated for nothing in return—no stock in the company, no right to place its representatives in the board of directors. In effect the company got a gratuity of seventy millions of dollars and twenty-four millions of acres of land for completing the railway between Montreal and the Pacific Coast.

The Canadian provinces are now all hung in a disjointed way, like beads upon a wire, along the line of this railway. So close are the relations of the railway company with the government that the two are but different names for the same thing so far as real power in the affairs of the Dominion is concerned. The men who control the one control the other. The influence of the railway is potent in the provinces separately and in the Dominion as a whole. It is the most masterful force in all the wide era of the lands to the north of us, and therefore interests us in the United States in its political as well as its commercial aspects and possibilities. To the people of our northwestern regions it has an additional interest in the fact that the new countries it traverses and opens to settlement, west of the uninhabitable wilderness

the river bank. They raise very little to sell besides hay. The train going west from Winnipeg leaves at about ten in the morning so that the traveller has nearly the whole day to see the farming country in Manitoba and the towns it sustains. In what I shall say of this country and of the regions further west I shall make comparisons with the regions lying along the Northern Pacific Railroad in the same longitude, for the reason that many readers of THE NORTHWEST either live in those regions or are familiar with their general features from descriptions heretofore published in the pages of this magazine. Winnipeg lies nearly due north of Fargo, and the Red River Valley west of Winnipeg closely resembles that portion of the same valley west of Fargo. It is pretty well settled and the farms have a moderately prosperous look. The land is exceedingly fertile and the only drawback to the welfare of the farmers, apart from the long, cold winters, is the liability of the valley to August frosts which nip the wheat in the milk. Farmers told me that they cannot rely on more than two crops in three. I met one family that had lost two crops in succession and were migrating to the warmer climate of British Columbia, after losing considerable money in Manitoba farming. That summer frosts

are a real and a very serious evil in nearly all parts of Manitoba I am convinced by the strenuous efforts of the emigration literature issued by the province and the railroad to assure intending settlers that they can escape them by early sowing or by avoiding the lower levels of their lands, in making their grain fields. All this talk about frosts in August shows that such climatic misfortunes must occur much too frequently for the comfort and well-being of the inhabitants. Hundreds, perhaps thousands, of families have moved from Manitoba to Northern Dakota during the past three or four years to get into a country where Jack Frost will let their grain alone until it has time to ripen. Much of the region north of Devil's Lake is settled by these people.

The Manitoba wheat goes east to market by way of Port Arthur on Lake Superior and the farmers have the same advantages of water transportation at that port that the Dakota wheat raisers have at Duluth. A good deal of the Manitoba crop is ground in the large mills at Winnipeg. I saw small flour mills in nearly all the towns, also a number of oatmeal mills, showing that oats are more largely used for food than with us. West of the Red River Valley I expected to see a rolling prairie country corresponding closely with that drained by the Sheyenne and James rivers in Dakota, and I was surprised to find a region thickly dotted with groves of low, brushy timber. Lord Landsdowne, who visited the Canadian Northwest a year ago, compared this timber growth to a net spread over the prairie, the threads being the woods and the meshes the spaces of prairie land. This forest growth occupies perhaps a fourth of the surface of the country. The timber is of no use for lumber but is very valuable to the settlers for fuel and for rude fencing. It is mostly aspen, scrub oak and alder. The country drains into the Assiniboine River, which has a general course from east to west and empties into the Red at Winnipeg. The first considerable town west of Winnipeg is Portage La Prairie which is almost due north of Valley City, on the Northern Pacific and has a population of about 3,000. A railroad runs from here in a northwesterly direction with intent ultimately to go as far as the Saskatchewan country. Its present length is about seventy miles, terminating at Minnedosa, and it traverses a fine prairie country all the way. Brandon, 138 miles from Winnipeg, and 52 from Portage La Prairie is the next considerable town passed. Its situation on the Assiniboine recalls that of Jamestown, Dakota, on the James River. Its location, however, is further west, being on the 100th meridian, nearly due north of Steele on the N. P. A population of 2,500 is claimed for it. There are good farms near Brandon, but most of the country is unsettled. Further west the farms are far between and pretty much cease at Virdun, a smart new town north of Bismarck. There is one large farm, however, as far west as Indian Head, which is 312 miles from Winnipeg and due north of Medora, on the Little Missouri, in Dakota. As much is made of this farm for advertising purposes as used to be made by the Northern Pacific land department of the Dickinson farm, at Dickinson, in West Dakota.

The boundary line between Manitoba and the unorganized province of Assiniboia would, if prolonged through Dakota, strike the Northern Pacific a little west of the town of Glenullin. I am of the opinion that this is practically the western frontier of agriculture. I had heard a theory, before visiting this region, that the area of sufficient rain-fall for farming without irrigation extended much further west in the British country than in our own, but nothing that I could see or learn on the journey bore out this view, and I am disposed to think that it originated in the buoyant hopes and expectations always entertained in newly settled regions. I remember when Col. Merrill used to assert that the plateau north of Glendive on the Yellowstone was all excellent farming land and when Gen. Brisbin wrote columns in the New York Herald to prove that all the bench lands along the Yellowstone were admirable for general farming. We know better now, and the Canadians, when they get beyond their boom period, will see that their new West has no natural advantages over the regions in corresponding longitude in Dakota and Montana. I say this in spite of the fact that the experimental wheat fields of Land Commissioner McTavish, opened near various stations on the Canadian Pacific as far west as the Rockies, produced crops for one or two seasons, failing first this season. I have seen fair crops of wheat grown without irrigation in various parts of Montana, but the men who raised them by no means believed that it could be done regularly year after year or that the whole area of the rolling plains around them was fit for farming settlement.

Night closed soon after our train passed the boundary of Assiniboia. This province extends westward to a meridian which prolonged southward runs near Fort Benton, Montana. West of it lies Alberta, reaching to the crest of the Rockies, where it joins British Columbia. North of Alberta and Assiniboia are the provinces of Saskatchewan and Athabasca. All these four are united for governmental purposes,

pending their denser settlement, into what is known as the Northwest Territory, administered by a governor at Regina and by mounted, red-coated police, having military posts at various points in this "great lone land." I did not see Regina, which we passed late in the night. It has a few hundred people living on the government, the railway and on trade with the Indians, and it is historic as the scene of the judicial murder of the patriot half-breed Louis Riel, the only conspicuous character the Canadian Northwest has produced. He dared encourage the poor Metis farmers to defend with arms their right to their homesteads along the rivers, invaded by speculators and government surveyors. The Canadians sent an army to suppress his absurd little rebellion and after they had captured him they tried him and hung him. His soul goes marching on among the French population throughout the Dominion, and at the recent election in the province of Quebec the party which sanctioned his execution was badly defeated.

I lay awake for some time watching the aurora borealis, which flamed up to the zenith with a splendor I had never before seen. Next morning our train was running across dreary plains where fires had destroyed nearly all the grass. The ground is saturated with alkali and the only relief to the absolute monotony of the scenery is an occasional pond of strong alkali water covered with scum. This plain country extends to within 100 miles of the foot hills of the Rockies. It seems to be practically worthless, being too bleak for winter range for cattle. We passed but one town during the whole day's ride. That was Medicine Hat, at the crossing of the South Saskatchewan River, a place of about 400 souls, with a mounted police station and some trade with Indians and coal miners at the Lethbridge mines, to which a branch road runs. The branch is 110 miles long and its ownership is independent of the Canadian Pacific. It was to be extended to Fort Benton, Montana, but the C. P. interposed with the Dominion statute which prohibits the construction of any railroad within twenty miles of the American boundary without that company's consent. The coal brought out by the Lethbridge road goes as far east as Winnipeg, but it cannot successfully compete there with the Pennsylvania anthracite. In quality it resembles closely the Bozeman, Montana, coal, and does very well for making steam. The Saskatchewan at Medicine Hat looks much like the Yellowstone at Miles City. A short distance east of "the Hat" is the station of Maple Creek, which has come into some prominence during the past two years as a shipping point for Montana cattle from the ranges north of the Missouri. There is no town—only a store and a few houses. Even the saloons, which are so numerous wherever the cowboys congregate in our western Territories, are absent, the Canadian law absolutely prohibiting the sale of intoxicating liquor in all the Northwestern Territories. So arbitrarily is the law enforced that the Mounted Police sometimes invade the trains and search the passengers' luggage for surreptitious bottles.

At 11 o'clock the second night out of Winnipeg we reached Calgary, a smart town of 1,000 or 1,500 people in the center of the new cattle district lying in Alberta just east of the Rocky Mountains. The town looks prosperous. It seems to have the only good prospect of becoming an important commercial center possessed by any place in the whole immense area between agricultural Manitoba and the Pacific coast. I had supposed that Calgary lay about due north of Helena, Montana, but on consulting my maps I was surprised to find that it is as far west as Missoula, so much do the Rockies trend to the westward north of the Canadian boundary. The grazing country of Alberta has a width of about 100 miles and extends from the Montana line northward for 200 miles and perhaps much further. People not in the cattle business told me that it would in time be found to reach away up to the Peace River country, 500 or 600 miles from Calgary, but the cattle men I talked with did not think it would be safe to winter stock on the open ranges at a greater distance north of Calgary than 100 miles. The grass in this pasture region is excellent. A Montana stockman told me that one acre had as much feed on it as ten on the Judith and Musselshell ranges. Moreton Frewen, the English cattle man, who has recently driven in 8,000 head from his herds on Powder River, accounted for the luxuriant grass by the nature of the soil, which holds water well and does not get trodden into dust by the hoofs of the cattle, and also by the low altitudes of the mountains at the head of Peace River, which he said, permits the warm, moist currents of air from the Pacific coast to blow over the plains near the Rockies. About 35,000 head of Montana cattle have been driven upon these Alberta ranges during the past season and a few thousand head have been brought in by rail from British Columbia. The Canadian government leases land to stockmen for two cents an acre—a liberal and sensible policy, which ought to be followed by our own government. The stockmen are able to control the ranges occupied by their herds and thus secure the permanence of the industry. For the want of some

such regulation as this the range cattle business in the United States is becoming precarious instead of being surely profitable as it formerly was.

The climate of Alberta is much milder than that of Manitoba, just as the climate of Montana valleys is milder than that of Dakota. I saw flowers blooming at Medicine Hat and Calgary two weeks after the frosts had nipped all vegetation at Winnipeg. I found no reason, however, for crediting the assertion that Calgary has a warmer winter than Deer Lodge or Missoula, in Montana. On the contrary, its climate is probably as much severer as its higher northern latitude would indicate. If one were to believe all he hears about climate in the Canadian Northwest he would fancy that the further north he went the warmer it would get and would begin to look for the tropics on the shores of the Arctic Ocean.

Soon after leaving Calgary the road begins to climb up the eastern slope of the Rockies by the light grade of seventy-five feet to the mile, following the valley of the Bow River. The summit is 5,200 feet above the sea level. The elevation of the highest point on the Northern Pacific, the summit of the Bozeman tunnel, is 5,565 feet. While the descent of the western slope of the Rockies on the N. P. line, both at the Bozeman and Mullan passes, is comparatively easy, that of the Canadian line is very abrupt. There are sixteen miles of mountain grade between the summit and the Columbia River, of which four miles have the steep and almost impracticable pitch of four and one-half feet in a hundred, the remainder being the standard mountain grade of the N. P.—two per cent. A better grade has been found and a new line located, requiring, however, a tunnel of three-fourths of a mile. The scenery going up the Bow River and down the Kicking Horse is grand, but as the trains cross the Rockies at night going both ways passengers see nothing of it. West of the Columbia, where it is first crossed by the railroad, at Donald, and lying in the long loop of the river, which runs first north and then swings abruptly to the south, is a much more formidable barrier than the Main Divide of the Rocky Mountains. This is the Selkirk range, a mass of lofty peaks of rocks and snow of Alpine grandeur. The road had the choice of following the Columbia around the bend and losing about seventy miles of distance or finding a pass through this savage and unexplored range. Engineer Rogers found a very good pass and took the line over a summit only 4,300 feet above the sea level, without a tunnel and with grades of only two feet to the hundred. Nevertheless it is an ugly piece of road, on account of the numerous high wooden trestles and the enormous snow sheds, or rather avalanche sheds, constructed to keep the track from being swept away by slides of snow, ice, rocks, earth and trees, which in many places have left the mountain slopes as bare as if they had been ploughed down with Titanic scrapers. The highest trestle is 300 feet high, there are two of 200 feet and many of lower heights. The snow sheds are to cost, when completed, \$1,400,000. Each is a continuous crib built of heavy timbers and filled in with stone, from which a roof is carried over the track and supported on the outer side by a strong frame-work. The mountain is graded to the top of the crib and the slope of the roof is the same as that of the mountain side. It is expected that the slides will pass over the top of the sheds without doing any damage. Probably they will, but a prudent man would not wish to be under one of these constructions, admirably strong though they are, at the time of the descent of an avalanche above it.

There are sixteen miles of mountain grade going up the Selkirks from the east and eight miles going down the western slope towards the second crossing of the Columbia, at the old, half-deserted town of Farwell. As to the scenery, it is superb—more impressive than that on either of the other Pacific roads, because of the nearness to the track of the lofty peaks. These peaks are no higher than those of the Gallatin range and the main Rockies as seen from the Gallatin Valley in Montana or the Lo Lo Peak of the Bitter Root Range as seen from Missoula but the road winds around their feet and you look up their rugged rocky sides from the car platform to their snow-crowned summits. The highest of these mountains are Mount Carlton and Syndicate Peak, which have altitudes of about 12,000 feet. A little west of Rogers Pass the road passes in full view of an immense glacier, with thirty square miles of ice surface tilted up steeply between two mountains. A hotel has been built for tourists on the railroad five miles from the foot of the glacier. This is much the finest scenic point on the whole line.

West of the Selkirks there is still another mountain barrier—that of the Gold Range, but nature opened a wide and easy pass through it. The summit is only 2,800 feet above the sea, and is so broad and flat that it holds a chain of lakes. The road is by no means out of the mountain country, however, when it emerges from the Gold Range, for it winds through narrow valleys between high timbered ranges until it reaches the bottom lands along the Fraser River, near the tide water of the Pacific. The pas-

sage of the Cascade Range, by the canyon of the Fraser River, is much more difficult in an engineering sense than was the construction of the Oregon Railway and Navigation Company's line down the Columbia through the same range. For many miles the road-bed is cut out of the face of precipices high above the furious torrent in the deep, dark gorge, tunnelling through every projecting shoulder of the mountains and bridging every lateral chasm. This portion of the road was built by the Canadian government and presented to the C. P. Company. From Port Moody to Kamloops, 238 miles, was constructed in this way, under what was known as the Onderdonk contract and under the supervision of a government engineer, Mr. Trutch. Its cost might well have appalled any corporation acting on business principles.

In British Columbia, east of the Cascade Mountains, there are a few good valleys where stock is raised and farming carried on to a limited extent by irrigation. These valleys, of which the widest are those of the Okanagon, the Thompson and its branches and the Bonaparte River, are always pretty well settled and support the town of Kamloops, with a population of 700. The entire population of this region may be 10,000. The people living there, with whom I talked, said there was very little room for more settlers. There are no broad stretches of agricultural land as in Eastern Washington, in the Big Bend, the Palouse country and the Walla Walla country. What farming land exists resembles that in the narrow valleys of the Colville, the Wenatchie and the Upper Yakima above the Kittitas basin, in Washington Territory. The cattle men all put up hay for winter feed. Ranges are therefore only valuable where there is some meadow land. Much excellent summer range is unoccupied for the reason that the snow fall is too heavy for winter pasturing to be feasible and there are no meadows near for hay-making. Outside of these few narrow valleys all the rest of the surface of British Columbia is mountain and dense forest except the bottom lands along the Fraser for some fifty miles back of the sea, and much of these are of little value because subject to overflow. The towns of Hope and Yale, on the Fraser, which were busy places thirty years ago in the time of the Cariboo mining excitement, are now moss-grown sleepy little hamlets of two and three hundred inhabitants each. Everything indicates somnolence and decay, rather than the vigorous life of a new country with undeveloped resources.

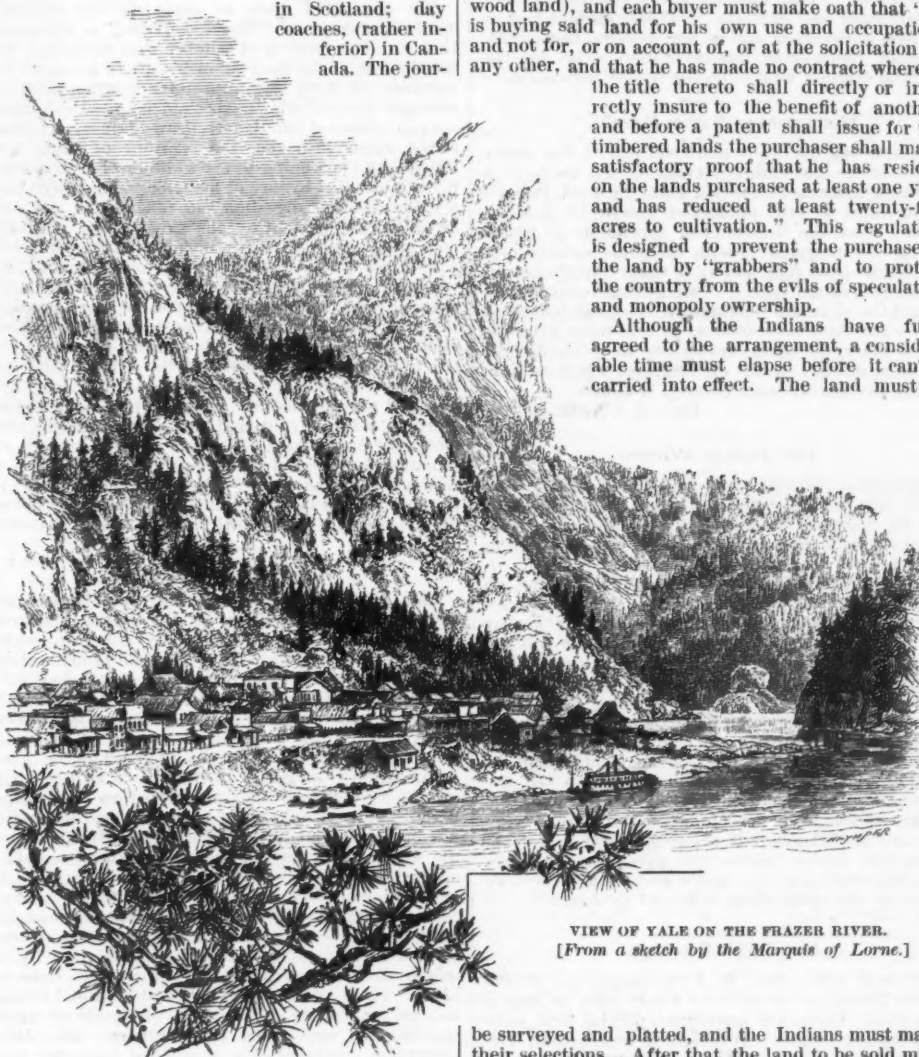
The Canadian Pacific ends actually, and legally by the terms of its charter, at Port Moody, at the head of Burrard Inlet, but its managers have laid out a terminal city eighteen miles nearer the sea, on the same inlet, which they call Vancouver, an unfortunate name, indicating that the place is on Vancouver Island, and therefore misleading. A British Columbia judge stepped in with an injunction to prevent the building of the road on to Vancouver, at the instance of the disappointed owners of the real estate in Port Moody. He held that an extension of the road in its general direction is not a branch, and that the company had no chartered right to go west of Port Moody. Thus the matter rests until additional legislation can be had from the Dominion parliament this winter. Meanwhile, Vancouver has become a smart speculative place, with perhaps two thousand people, while Port Moody has declined to a sickly state of dirt, discouragement and dilapidation, not appearing to have more than three hundred inhabitants. Passengers are taken by steamboat from the railroad wharf at Port Moody to Vancouver and thence on across the Georgian Straits to Victoria, on Vancouver's Island, a sail of nine hours.

New Westminster, the old, well-built town of the mainland, dating back to the fifties, is on the Fraser River, which runs closely parallel to Burrard Inlet. Stages take passengers thither across the peninsula six miles through the woods, but a branch railroad has been built to Westminster and will soon be operated. This pretty town of fruit and shade trees, flowers and neat homes, has 2,500 people, and would have been the terminus of the railroad had it not been for the obstruction of bars in the river which hinder the entrance of vessels drawing more than sixteen feet. The Canadian Pacific is making great efforts to build up a commercial city at Vancouver, thus arousing the indignation of Victoria, which has 10,000 people, and lives on the trade that will have to be diverted to the new town if it is to have any stable growth. In all British Columbia there are not to exceed 50,000 people, exclusive of Indians.

It would puzzle the most ardent friend of the province to show where as many as 20,000 more could get a living. If Vancouver is to become a city it will have to exist on foreign trade mainly. The C. P. expects to get a large subsidy from the British government for lines of steamers to Japan, China and Australia. Success in this project is not anticipated, however, before 1888. Meanwhile the company is spending money liberally on docks, a big hotel and shops to give the new town a start, and very sanguine views of the future are entertained by the numerous real estate agents in the place. Since the fire, which

last spring wiped out nearly the whole shanty settlement, buildings of a better character have been put up, many being of brick. Vancouver resembles Tacoma, in being built on a site adjoining an old saw-mill town, and to make the parallel more striking there is an Indian agency settlement across the bay. Unlike the Northern Pacific terminus, however, there is no habitable country near by to sustain it, except what supports the long-established town of New Westminster only fifteen miles distant.

From Winnipeg to Vancouver the distance is 1,583 miles. To support the railroad there is now in the provinces it traverses a population as follows: Manitoba, 75,000; Assiniboia and Alberta, 15,000; British Columbia, 50,000; total 140,000. This is a liberal estimate. The whole Canadian Northwest, from Lake Superior does not contain a population as great as the Territory of Washington. The railroad is well-built and well equipped. Sleepers and dining cars were made in Ohio, locomotives in various American shops; and a few in Scotland; day coaches, (rather inferior) in Canada. The jour-



VIEW OF YALE ON THE FRAZER RIVER.
[From a sketch by the Marquis of Lorne.]

ney is comfortable except for the annoying irregularity of meals both as to time and quality.

My general impressions of the country along the Canadian Pacific between Winnipeg and the Pacific Coast, may be summed up as follows:

First—Manitoba will continue to fill up with population from the overflow of the old provinces of the Dominion, in spite of the long cold winters and the danger of summer frosts and will become a well-settled and fairly prosperous region. The success of its settlers is very encouraging to our Dakota people who have a soil just as rich and a climate very much better.

Second—Much of the greater part of the area of Assiniboia and Alberta must always remain unpopulated and worthless. There will be settlements along the rivers of the former province and cattle men and a few farmers will prosper in the latter near the base of the Rocky Mountains.

Third—In British Columbia at least ninety-nine acres in a hundred will always be an unbroken wilderness. The country between the Rockies and the Gold Range will not be settled at all unless mines of precious metals are found. There is room for a few thousand more people between the Gold Range and the Cascade Mountains and in the narrow valleys near the coast. In the latter the land must be cleared at heavy expense. The future will witness, however,

a considerable development of iron and coal and lumber industries both on Vancouver's Island and on the main land of this province.

An article on the Eastern Divisions of the Canadian Pacific Railway, between Winnipeg and Montreal will appear in the January number of this magazine.

OPENING THE UMATILLA RESERVATION.

The Umatilla Indians have decided at last to accept the terms of settlement proposed by the government two years ago, and will allow the bulk of their reservation to be sold to white settlers. It is a magnificent body of land, comprising 256,000 acres. After establishing the Indians in severalty and reserving an ample proportion of wood and pasture land for their use, the remainder, estimated at 145,000 acres, will be sold at auction. Only 200 acres will be sold to a single bidder, (160 of agricultural land and 40 of wood land), and each buyer must make oath that "he is buying said land for his own use and occupation, and not for, or on account of, or at the solicitation of any other, and that he has made no contract whereby the title thereto shall directly or indirectly insure to the benefit of another; and before a patent shall issue for un-timbered lands the purchaser shall make satisfactory proof that he has resided on the lands purchased at least one year and has reduced at least twenty-five acres to cultivation." This regulation is designed to prevent the purchase of the land by "grabbers" and to protect the country from the evils of speculative and monopoly ownership.

Although the Indians have fully agreed to the arrangement, a considerable time must elapse before it can be carried into effect. The land must all

be surveyed and platted, and the Indians must make their selections. After that the land to be sold must be advertised.

The money accruing from the sale of these lands will be used to establish the Indians in their new homes, in maintaining schools among them, etc. Every dollar of it is to be reserved for them, and it will be expended under government authority. The lands which they retain in severalty will not be patented to them individually for twenty years and are not to be taxed during this period. It is hoped in twenty years to make the Indians independent. The scheme of guardianship is a very elaborate one and contains minute provision for every emergency which is believed to be within the bounds of possibility. —Portland Oregonian.

That special champion of the multifarious interests of this great country, THE NORTHWEST MAGAZINE, is on hand for this month, replete as usual with attractive illustrations, facts, figures, arguments, articles, etc., anent the growth, prosperity, and advantages of the northwestern Eden of America. The benefits which this periodical has conferred upon its particular field are almost beyond calculation, and we are glad to know it is appreciated. It is nicely illustrated, each issue, and spicily and conscientiously edited by the veteran, E. V. Smalley.—Steele (Dak.) Ozone.

GLIMPSES OF WESTERN LIFE.

No. 9 Displays Great Nerve.

Seattle outstrips all competitors and presents a Mrs. Brown who has just taken unto herself a ninth husband, having in the comparatively brief period of twenty-eight years of married life piously laid eight defuncts quietly to sleep beneath the daisies. Number nine evidently took no stock in the elder Weller's caution to "Beware of the vidders."—*Pomeroy East Washingtonian*.

His Best Friend.

We learn from a gentleman just down from Cœur d'Alene that just before McAndrews was lowered into the grave, the lid of the coffin was removed and a man named Carroll, a friend of the deceased, put a revolver in the folded hands of the dead man, with the remark: "That was his best friend in life, and he can have one in death." Those present took a last look at deceased and he was lowered from sight. A rather remarkable funeral oration, even for the wild and original west.—*Walla Walla Statesman*.

Monument to Father Ravalli.

Interpreting the desire and good will of the many friends of the late Father Ravalli, S. J., to have a becoming monument erected over the good father's grave, which is still unmarked except by a small wooden cross, the undersigned appeals to all whose feelings are in sympathy with the pious undertaking, and solicits from each and all a small contribution in furtherance of the object. Donors and contributors toward the aforesaid monument fund, are requested to forward their contributions by registered letter or money order, the latter drawn on the post-office at Missoula, directly to the undersigned, whose address is Stevensville, Missoula County, Montana.

REV. J. D'ASTE, S. J.

The Park in Winter.

Lieutenant Schwatka, the celebrated Alaskan explorer, was in 1876 camped at the old cantonment near the mouth of Tongue River, on the west side. He was also in Omaha before there was a building in the town. He says that this winter he will, in company with an artist of the Century Magazine, go into the National Park and prepare a series of articles describing the wonders of that place as they appear in winter. An unusually interesting article will undoubtedly be the result of his investigations. His party will go as far as Cinnabar, and from there will continue their journey on snow shoes, his Arctic travelling having made him an expert on snow shoes. While writing of the park in winter it is among the probabilities that next winter arrangements will be made to accommodate tourists who desire to see the greatest of wonders, the park in winter with the geysers suddenly changed into ice after every eruption, and the Mammoth Hot Springs' spray and steam frozen into frosty castles and pyramids forty feet high, that disappear like magic as the first rays of the rising sun strike them.—*Miles City Journal*.

Mrs. Pyle's Pet Coon.

For some time, Mrs. J. Pyle, proprietor of the Aurora Hotel, has thought she would like to own a coon, also. Coons are intelligent, playful, and have a fascinating slyness. It is hard to fool a coon. The lady reflected, moreover, that a coon would be good company for her sociable pet cat. Friday evening, to her surprise and delight, her frequently expressed wish was gratified: J. H. Short added a coon to the equipment of the house. The animal was installed in the back yard, with the cat and chickens, and all went merry as a chestnut bell. In the morning everybody turned out to take a look at the happy family in the back yard. There was the coon smiling demurely, but where were the chicks, and where—oh horrors!—where was the cat? Gory feathers strewed the yard and on either side of the coon were feline head and tail. Only these and nothing more. The coon had gently but firmly absorbed the whole business. Mr. Short is again the owner of the coon, and incidentally, of a flock of chickens in pocket form and the principal part of a cat.—*Walla Walla Journal*.

Cattle Attacked by Wolves.

The passengers coming east on Thursday morning were treated to a novel and exciting incident near the line that divides Montana and Dakota. A herd of forty or fifty head of cattle were noticed about a half mile from the train bunched closely together, moving rapidly and excitedly around in a compact circle, their horns facing outwards. As the train approached closer, four or five huge black wolves could be seen running swiftly around the dense mass of bovines, with the evident intention of stampeding the

herd. But like a well trained body of infantry repelling a charge of cavalry, the animals stood firm, presenting a solid wall of horns to the charging wolves. Every little while an old patriarch bull could be seen furiously charging out from the forest of horns scattering the wolves, and thus before they could concentrate for an attack on him would hurry back to the sheltering wall afforded by his comrades. These intelligent animals showed wonderful tact and skill in their defense from their fierce, blood-thirsty assailants, and before the train had run out of sight the baffled wolves could be seen skulking away, thoroughly discomfited and disappointed in not getting the coveted juicy Montana steak for their breakfast. The black Canadian wolves are very plentiful in eastern Montana this fall, and ranchmen report the loss of quite a number of cows and young cattle by these ferocious beasts.—*Mandan Pioneer*.

His Stomach Was Bad.

We are called upon to chronicle the untimely death, by suicide, of "Braided Locks," a Cheyenne Indian. The evening of October 21st witnessed the culmination of the final act of his life of tragedy. For upwards of forty years the late departed lived the average life of the noble red man. He hunted, scalped, attended sun dances, drew his meagre rations at the agency, smoked the cigarette of peace, and killed cattle belonging to his white brother in a manner not excelled by any of his tribe. For more than a year past his digestion had failed him, and such an unjust punishment by the great spirit naturally bore upon his mind. He brooded over this and gradually came to the conclusion that only a trip to the "happy hunting grounds" could restore him to the original clay. Consequently upon the evening above referred to he adopted the most approved modern method of transition by placing the muzzle of the gun at his breast, and pushing the trigger with his big toe accomplished his intentions in a highly artistic and realistic manner. Under the black clouds of night, with a cold and bleak wind wafting the mournful funeral ode, sang by a choir of braves, his remains were placed under a rocky ledge, there to rest, a coveted morsel by the coyote, until Gabriel's trumpet sounds the Cheyenne call to judgment before the lodge of the Great Spirit.—*Yellowstone Journal*.

A Hungry Rabbit.

Last Sunday Jim Russell and John Partington went hunting chickens across the river. Chickens were scarce and shy, so they only got two, which they put into a seamless sack they had brought along for that purpose. Then they got a close shot at a big Jack-rabbit, which fainted from fright, or was stunned by the concussion. It seemed to be dead, so they put it into the sack with the chickens and congratulated each other on the prospect of a good, square dinner on game of their own killing. Jim carried the sack and they prospected for more game without success. As they were coming home Jim felt the bag becoming light very suddenly, and about the same time saw a gray streak extending half a mile or so toward the bluffs on the south. Then he and Jack examined their sack and found to their consternation that both rabbit and chickens had disappeared. The bewildered expression that spread all over their faces about that time was worthy of immortalization on canvas, but there was none at hand. Upon careful examination they found a large hole on the corner of the sack, the inside of which was smeared with blood and feathers. The Jack-rabbit had recovered his senses and made the most of his time by eating the chickens. Then he eat his way out of the sack, and struck out for the south at his best gait, forming the gray streak that Jim observed about the time the sack lightened. The gallant sportsmen have registered a solemn oath to the effect that next time they go hunting they will keep their rabbits and chickens in separate receptacles.—*Billings (Mont.) Gazette*.

A Cowboy's Revenge.

For The Northwest Magazine.

I am not fond of railroad travelling, especially on a cattle train, and my last trip to Chicago was rendered worse than usual by the fact of my nearly dying from the effects of a light lunch—consisting of a cup of coffee and a doughnut, eaten in a hurry at a lunch counter at "N." A brakeman who had served a short time as second assistant bottle-washer in an Arizona drug store, assured me, that, if my cerebro-spinal-diaphragm (or words to that effect) had not got stuck in my throat, I should undoubtedly have thrown up my boots; any how I felt "retch-ed."

On my return I stopped off at "N," and as I sauntered up and down the platform meditating vengeance, I saw a Sioux "brave" begging of the "lunch-counter fiend" for a hand-out, only to be "curse"orly dismissed; and the idea flashed across my mind that here was a chance to wreak vengeance on one of my

natural enemies—for I hate an Indian as only a western man who has suffered at their hands can—so stepping forward I displayed a five-dollar bill and told the astonished l-c-fiend to feed poor Lo at my expense. I then retired to watch—Oh! but it was fine—he drank 6 cups of coffee, ate 9 doughnuts, 13 sandwiches, and the l-c-f only knows how many pieces of pie—he was death on pie, and pie was—but I will not anticipate. The bill was \$4.05, how the l-c-f got in that 5c was always a mystery to me, as everything cost 10c, and Mr. Indian did nothing by halves—but I did not kick, as I was in a hurry to follow my protegee—I didn't follow him far, however; for, though I had no relations to mourn my loss and no scruples about disappointing my creditors, still I never was very fond of hunting.

The next day, times being dull and fees scarce, the coroner held an inquest over the remains. (I hear since that his political enemies are making capital out of this reckless waste of public funds.) The jury being unable to agree as to who was to blame—and the foreman having left a friend of doubtful skill to play his hand—quickly brought in a verdict of "death from the effects of injuries received in an attack on a railroad lunch counter"—and recommended legislation regulating the sale of celluloid pie. The justice of the peace, not to be out-done—issued the warrant for the arrest of the proprietor of the lunch counter and, after a preliminary examination, he was held for trial at the fall term of court, and being unable to furnish bail, which was placed high at the instigation of a long-haired Indian lover from the "Hub"—he was (to my intense delight) put in jail. The said long-haired individual introduced himself to me as the Secretary of the Society for the Protection of Indians, and, after condoling with me on the consequences of my misdirected charity—pointed out that I should have been saved a lifelong remorse had I exercised my benevolence through the proper channel i.e. the Secretary of the S. F. P. O. I; and proceeded to ask for a contribution to the funeral expenses.

I told the proper channel that I was poor and should confine myself to erecting a suitable head-board—accordingly the next night, I made a real handsome one out of the top of a cracker-box, and on it wrote "Gone to the Happy Hunting Grounds" followed by the name of the Indian and the date of his death; and underneath those touching and appropriate words of the Psalmist: "None but the braves deserve the fare." Then having pinned up over the door leading to the lunch counter a paper on which I had written these lines—(after Dante)—

"All hope abandon ye who enter here
The fare is bad and most infernal dear."

I folded my tent like the Arabs and silently stole away. My whole being pervaded by an unutterable sense of peace and happiness, such as is seldom vouchsafed to us poor mortals. This episode has just been brought to a close by the trial and acquittal of the l. c. f. The jury probably thinking that it was a pretty clear case of "Sioux-icide."

VAQUERO.

Roundup, M. T., Nov. 15, 1886.

THE WEST.

BY ELLA WHEELER WILCOX.

Oh! ho! for the West, the boundless West,
Where pastures and creeds are broad,
Where the breeze is a tonic that stills the breast,
Blown straight from the hills of God!

The East is the land of dead men's bones,
Laid tier on mouldering tier;
And the damp, malarial wind that moans
Is the breath of those dead men near.

And its slow, pale people seem merely wraiths
They have stayed away from the tomb,
Clutching their cold ancestral faiths
And wrapped in the garments of gloom.

And the mountains rise up and restrict the sight,
As the creeds restrict the soul;
But away and over the frowning heights
Those billowy pastures roll.

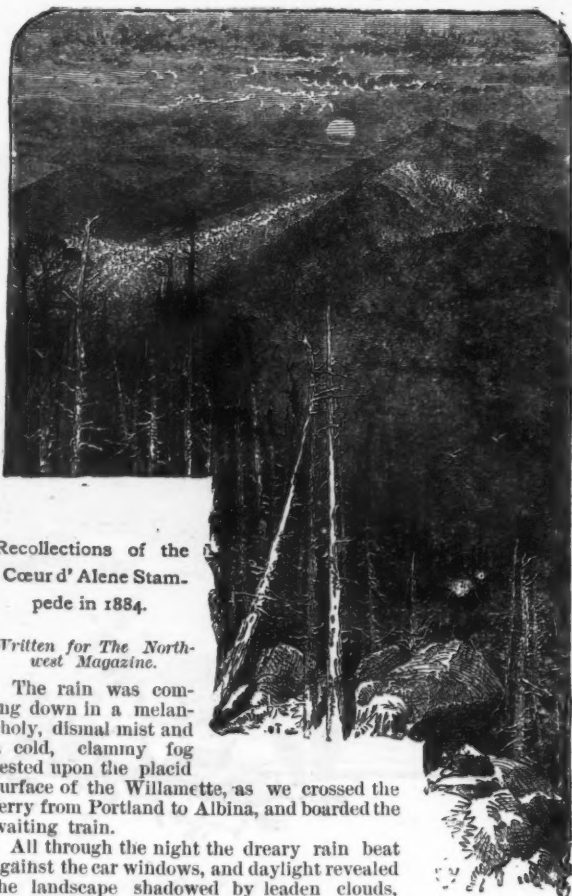
And there the people are flesh and blood,
Sinew and muscle and brain,
And the strong life-tide is a crimson flood
Thrilling through nerve and vein.

They ride for miles o'er meadows of green,
They follow the trail of the kine,
And scarcely a tomb by the way is seen,
And the air they drink is like wine.

Brown of feature and blood of heart,
They ride in the face of the blast;
And Nature is dearer to them than Art,
And the Present is more than the Past.

They do not sit down by the tombs of the dead—
They live in the world of to-day;
For the Present is here and the Past has fled,
And the Future is on the way.

Then ho! for the West land, fair and broad,
The land where thought is free—
Where people live close to Nature's God!
O, that is the land for me!



Recollections of the
Cœur d' Alene Stam-
pede in 1884.

Written for The North-
west Magazine.

The rain was coming down in a melancholy, dismal mist and a cold, clammy fog rested upon the placid surface of the Willamette, as we crossed the ferry from Portland to Albina, and boarded the waiting train.

All through the night the dreary rain beat against the car windows, and daylight revealed the landscape shadowed by leaden clouds, from which here and there drooped upon the eastern slopes of the Cascades, ragged gray, vaporous masses, that wreathed themselves in fanciful forms upon the face of the mountain.

As the day advanced the temperature grew sensibly colder, the clouds lifted, and patches of snow began to appear at rapidly lessening intervals, until the wide plateaux of the Snake, appearing a far-reaching and unbroken perspective of glittering white, spread to the horizon under the winter sun.

At Spokane Falls, then main headquarters for the miners, and where we expected to secure transportation to the infant metropolis on Pritchard Creek, we found one foot of snow on the level, the thermometer standing at 35° below zero, and as we stepped from the train, the merry sound of sleigh-bells came joyously to our ears. The cold was not so sensibly intense as we anticipated, and seemed preferable to the searching chill of the Oregon air.

Spokane Falls was filled with the motly class of adventurers which everywhere attends upon mining excitements, and gaming was openly rife in the crowded hotels and saloons.

On every side one heard of nothing but rich strikes in the new Eldorado beyond the Bitter Root Mountains, and through wreaths of smoke around the red hot stoves, came the oft-repeated refrain "pays from the grass root down," "twenty dollars a day to the man," "assays \$2,000 to the ton," until the listening vagrant fortune-seekers became fiercely impatient to cross the wide waste of snow intervening between his aching poverty and the glittering wealth which lay within easy reach when once over the range.

Day after day, however, for the period of two weeks, the snow continued to fall almost incessantly, until along the line of the railroad it had gathered to a depth varying from two to six feet, and snow-plows were in constant use.

Several parties which attempted to make the journey to Eagle during the storm were compelled to abandon the effort, after enduring intense suffering from the icy winds and the terrible drift, and all communication between Spokane Falls and the mines ceased for a time. At length the storm abated, and with a multitude of others we proceeded to Trout Creek Station, which had become the main outfitting point, in consequence of the comparative shortness of the distance, and joining a "toboggan" party—we set forth upon our remarkable journey.

The snow at Trout Creek Station lay almost six feet in depth, which as we toiled on up the slope gradually increased until the willows and dwarf pines and cedars had disappeared beneath its white folds, and the upper limbs of lofty trees were within easy reach. The stories told of arctic travellers came freshly to the mind, as we stumbled painfully onward dragging our little sledges, across the great white expanse, toward the distant summit, and made our first night

bivouac beside the trail beneath the spreading pines, at least twenty feet above the earth.

Other voyageurs overtook us here, and the merry light of half a dozen camp fires soon gleamed across the snow, reddening the trunks and branches of the towering forest monarchs with their cheerful glow.

The various "Camps" presented unusual and strange pictures, such as could only be seen in this most remarkable of "stampedes."

Here was a toboggan party laden with sheet-iron cook stoves which sold in the mines at \$50. each, here a "saloon" on runners consisting of a barrel of whisky with faucet and two tin cups, and there an original speculator with a Chinese yoke, from either extremity of which was borne a five-gallon can of coal oil, worth in the bonanza city five dollars per gallon.

The next day the trail became more difficult with each mile of ascent, as it had not yet been sufficiently travelled since the storm to pack the snow; and our toboggans seemed weighted with tons at least.

Just as dusk approached the welcome light of a "station" appeared, and we found a high log building within which a cheerful open fire danced up a cavernous rock chimney, while before it was gathered a motley group of adventurers like ourselves, engaged in cooking their frugal meal over the glowing coals. The price for the use of the fire and space enough on the cold bare floor to spread one's blanket bed, was scheduled at the modest sum of \$1.50, but there being no wood near, and the night bitterly cold, it was cheerfully paid in advance. Have your readers ever partaken of a prospector's meal? A description of its "menu" and the modus operandi of its preparation is not appetizing, but may serve to show more graphically than any other portraiture of the gold-hunter's life, the true unromantic inwardness of his daily experiences.

A flour sack is first opened and within its loose end the anomalous mixture of flour, baking powder, salt and water, which in its finished state becomes "bread," is formulated and moulded into proper form, the dough is placed in a frying pan and slowly baked before the open fire over a heap of glowing coals.

A few hastily cut slices of bacon are thrown into another pan and fried brown, a pot of inky black coffee is prepared, and the elegant repast is perfected.

An occasional lump of charcoal in the bread, and a flavoring of pitch or ashes in the bacon, detracts nothing from the zest with which this aesthetic collation is despatched, and a sense of comfort and peace, at its close, accompanies the thought that there are no dishes to wash.

Bright and early we were on our way the following morning, and at noon the summit was reached. Here almost at the tip-top stood a cabin built on poles nailed against the trees, thirty feet above the solid earth. It was kept by a Missourian known far and wide as "slab," a name suggestive of both the tenuity of his anatomy and the architectural character of his home.

From the summit of "Old Baldy," we first looked down upon the wild and glowing regions within which lay the New Eldorado.

It is a vast sea of mountain ridge on mountain ridge, clothed with an unbroken forest reaching to the far-away snow clad peaks, which everywhere trace their rugged silhouette against the clear blue sky.

Far down beneath Eagle and Pritchard Creeks follow their sineous course by sloping timbered hill or through deep cleft rocky gorge. A long descent of the mountain followed, and our labors with the toboggans were mainly confined to restraining them from escaping from our grasp upon abrupt declivities. At one place we were shown the traces of a recent disaster, in which a toboggan loaded with a barber's chair and paraphernalia had been precipitated down the mountain side, and the whole dashed into hopeless wreck. At length the foot was reached and a hard pull across a little level bottom brought us to Eagle City, at the junction of Eagle and Pritchard Creeks, the metropolis of the mines.

It is in appearance a typical mining town and consisted of a scattered collection of rude log houses and tents, the tops of which were only visible above the heaped up drifts, which everywhere flanked the "streets."

Murrayville, four miles above, on Pritchard Creek, a rival city, was just beginning to attract attention, but the rush to that point, which afterward followed had not yet begun.

The little avenues which led irregularly through

the drifts, the "streets" of the "city," presented a picture full of interest to one coming straight from the great marts of industry and trade into this wild hyperborean land. Horses and mules which had been led in over the trails before the storm, stood in groups laden with packs or waiting to receive the burdens which they were to bear across the mountains, while surveying backward and forward among them, was the busy throng of strangely mixed elements which everywhere make up new mining communities.

Everywhere the trails leading from the "city" were lined with men bearing camp outfits and miners' tools on the way into the mountain fortresses, in search of the precious metal, and the excitement became epidemic, but one knew not which way to turn there were so many conflicting rumors to distract.

The little stores were packed with eager buyers, and the saloons and gambling halls were miniature pandemoniums of bustle and noise.

It was truly surprising to find very large stocks of goods kept in the crude log and canvas stores, comprising almost every article known to civilized lands, packed through drifts of snow across mountain ranges, and one could obtain many of the luxuries belonging to life in long settled communities, provided the state of the purse would admit.

Butter cost two to three dollars, potatoes one to two dollars, and beef and bacon two dollars per pound, eggs were worth one dollar each, canned goods on the average twenty-five dollars per case.

Ordinary picks and shovels sold readily at ten dollars each, and nails at retail brought at the rate of fifty dollars per keg.

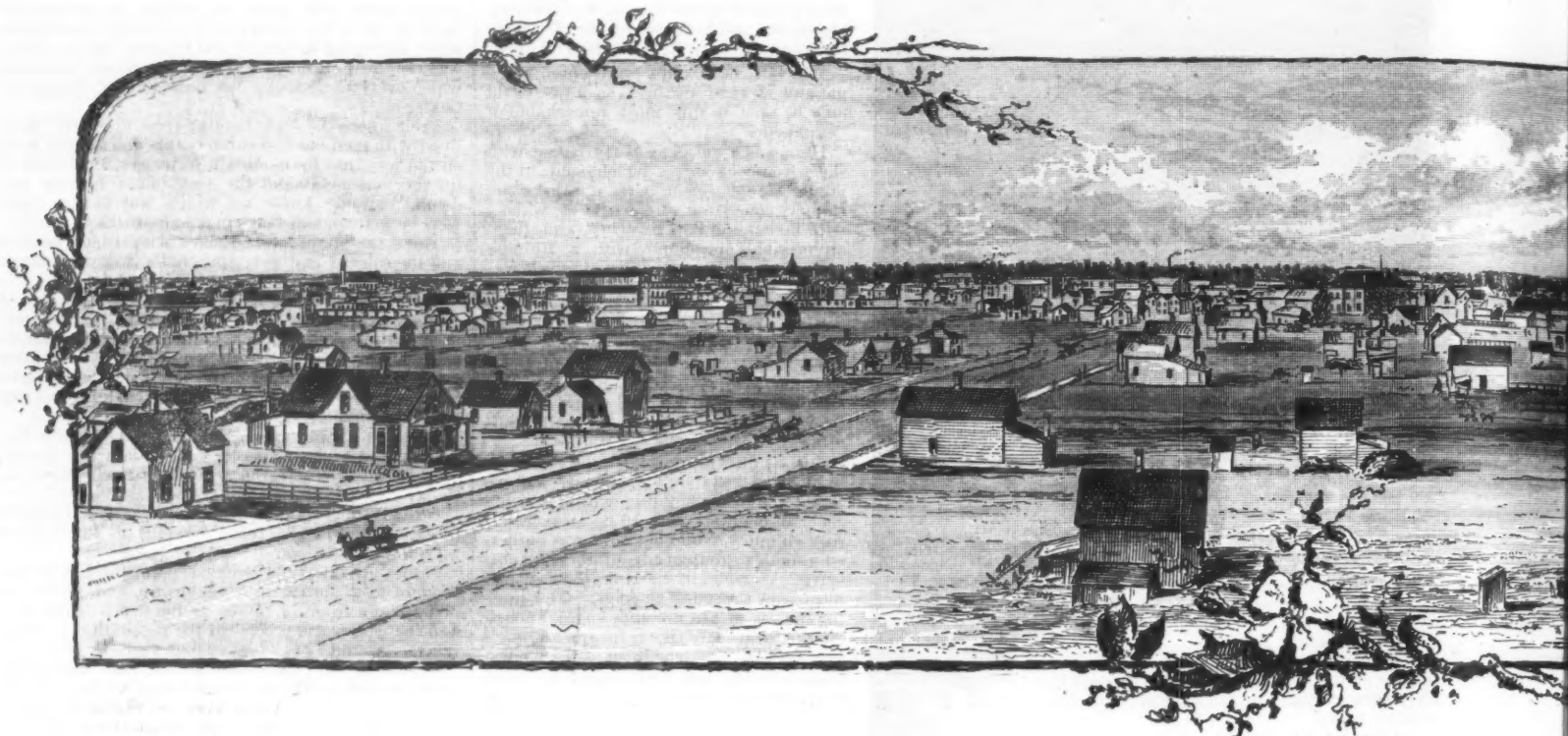
Money at this time seemed plentiful, but it was brought from abroad into the camp, and none was being taken from the mines, as the depth of the snow and the iron frosts precluded the possibility of working the ground.

Of course, hard times soon set in, and nine-tenths of the people within the district were victims of the bitterest poverty. A few days and nights of starvation and misery passed in the comfortless "hotels" and "lodging houses," while the terrible mountain winter gave no indication of breaking, and we were satisfied, so shaking the snow of Eagle from our feet, we trudged back to the railroad, content to return to an easier though possibly slower route to fame and fortune.

A. H. HERSEY.

They Believed in Hell.

A story is told of a very liberal clergyman who was recently travelling in Dakota and looking about for a desirable place in which to settle. One Sunday he was in a wild and rude settlement about equally composed of cowboys and miners, and concluded to preach if he could find a hall. Finally, through the good offices of one of the leading citizens, universally known as "Old Plug," he secured a dance hall over the largest saloon, and posters were put up announcing that he would preach there. On Sunday there was a good audience and the "boys" behaved with great decorum, with the possible exception that nearly everyone of them industriously chewed tobacco all through the service. But a little thing like that should not be mentioned against them. The preacher was pleased with the evident attention paid to his sermon, and did his very best, which was not at all bad. His theology was of an extremely liberal, not to say hazy, character, and the idea of punishment and suffering even for the worst sinner, was almost entirely absent from it. And in preaching to the "boys," he was especially emphatic in denying that there was such a place as hell; for he had a very pretty theory that the preaching of sweetness and light with no hell attached would captivate these rough men who were, no doubt, repelled by the grim dogmas of the orthodox creed. So when "Old Plug" ambled up to him after the service, he was quite prepared to hear that his views were appreciated. "Mr. Minister," began "Old Plug," "the boys liked the way you knocked out hell fast rate. Things is a kinder quiet in these diggings just now, and until there's a ruction they'll take to your doctrines like hell. But some of these days a hoss thief will be worked off, or a galoot will be caught playin' a skin game, and then 'tseems to me the boys'll kinder miss the real, old-fashioned genowine hell fire. They ain't got no use up thar in heaven fer hoss thieves and card sharps, and your preachin' don't denominate any other place for them. I don't like to say it, stranger, but the boys may pint their weepins at you when they get worked up on the subjick. They don't like to have tenderfeet come here and take away the consolations of their religion from them, and while they are quiet like just now I advise you to mosey along and open your goods in another town." The minister tried to appeal from the advice of "Old Plug," but he found that even the biggest rascals in the settlement had a lingering faith in a genowine hell, which no sparkling rhetoric could overthrow, and so at last he concluded to "mosey along" until he should strike a town where the people were educated to a disbelief in hell.



GRAND FORKS, DAKOTA.—GENERAL VIEW

GRAND FORKS.

The Commercial and Manufacturing City of the Lower Red River Valley.

Situated at the confluence of the Red Lake River of Minnesota, with the winding Red River of the North, which for more than 400 miles is navigable during six or seven months of the year, by large river steamers, Grand Forks, the county seat of Grand Forks County, Dak., assumes a commercial and material importance second to no city in Dakota. Its rapid growth from a mere trading post of the Hudson Bay Co., in 1869, to a city with nearly 7,000 people, many large business blocks, elegant homes, important and diverse manufacturing enterprises, including lumber and flour, and its natural adoption as a distributing point for all kinds of farm machinery, implements, merchandise, etc., besides the picturesque location in a bend of the river, whose banks are densely lined with stalwart oaks and other giant forest trees, give Grand Forks a peculiar interest to all visitors as well as to the vast number of eastern inquirers who cease not to marvel at the rapid rise and magnificent progress of our new western cities. A brief history of this model of the far-famed Red River Valley, will therefore be perused with interest and profit by the many thousands of readers of THE NORTHWEST MAGAZINE. It is a story of rapid and solid growth which might well cause habitues of eastern places which have been a century ingrowing into towns of less population and importance, to pause and look on with envy as they marvel at the record. It will add zest to the perusal, if it be premised that in addition to the crossing lines of the St. P. M. & M. Railway at this point, the city is the headquarters of the Red River Navigation Company, largely controlled by James J. Hill, president of that railroad company, who has been to a surprising extent though with modest quietude identified with the growth of not only this city but nearly every town in the valley, and it will, about Dec. 5, be made the terminus of a new and rival line of railroad, the Duluth & Manitoba, a branch of the Northern Pacific, thus bringing Grand Forks into commercial nearness to that entrepot of the West—Duluth.

THE PIONEER SETTLERS.

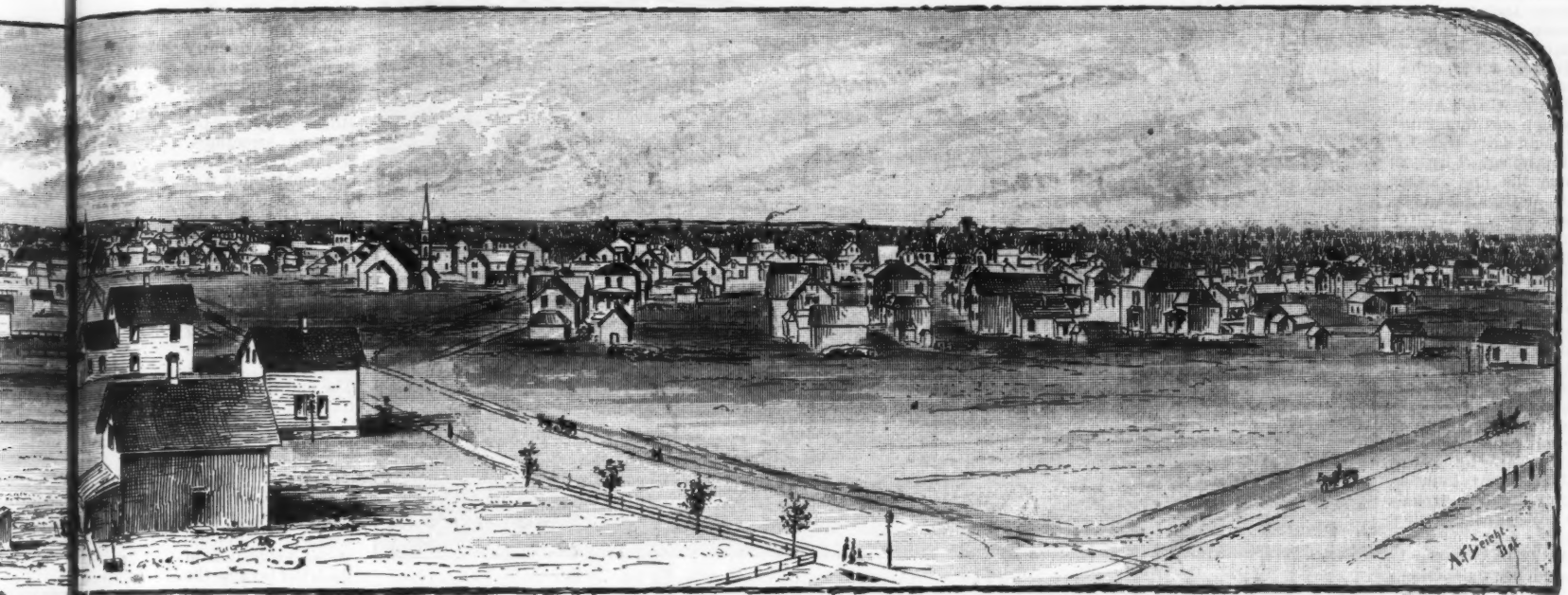
In the spring of 1869, a solitary log hut was built by Nicholas Hoffman and Gus Loan near Reeves'

Street, where now are the elegant residences of Register Tiffany, Receiver Anderson, Councilman Bosard, Arthur H. Noyes, Esq., and Geo. H. Bachelder, all within a stone's throw of the spot. The old land mark has given way years since, but the builder, Wm. Hoffman, still lives on a fine farm a few miles south of the city. The two pioneers had taken the contract to carry the U. S. mail between Fort Abercrombie, 130 miles south, and Pembina, 78 miles north, at the boundary line of Manitoba. In the

fall of 1870 came another pioneer, O. S. Freeman, whose death knell the bell is tolling, as these lines are penned and who took up a claim one mile and a half south of the city, where he lived and prospered to the day of his death Nov. 5, 1886. Mr. Freeman engaged in freighting, then a profitable business along the river to Winnipeg. The same fall, Capt. Alexander Griggs came up from Minnesota to explore the river with a view to its navigation and, finding the conditions satisfactory, he chose



CENTRAL SCHOOL BUILDING, GRAND FORKS.



FROM DOME OF BELMONT SCHOOL BUILDING.

claim which is now covered by a large part of the city, and in the following spring he returned and built a house on the spot now occupied by the large Syndicate Block on Third Street. He moved his residence back to the river in a lovely grove and occupied that until the city stretched its proportions nearly a mile down the river, when he built a handsome large brick dwelling at the juncture of North Third Street with Riverside Park, where he resides now and dispenses his lavish hospitality as the president

of the Board of Railroad Commissioners for Dakota.
THE FIRST STEAMBOAT.

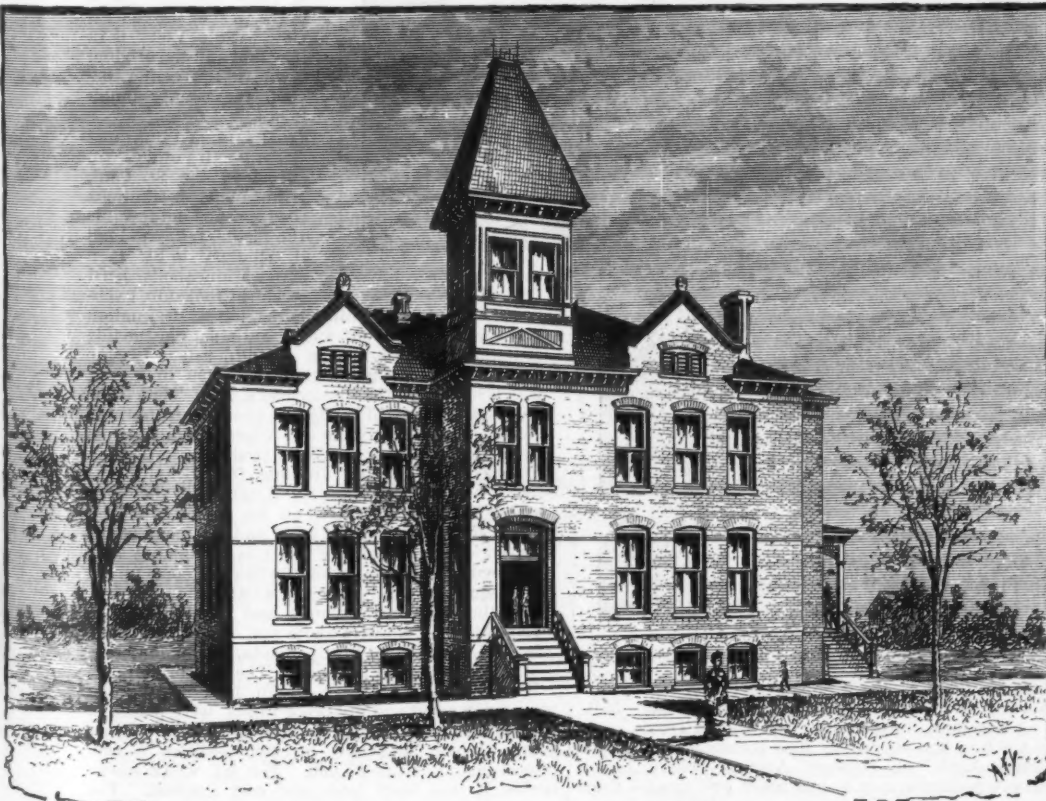
The result of Capt. Griggs' visit, besides his location here, was that the good steamer Selkirk was built in 1871, at McAuleyville, by Hill, Griggs & Co., and soon the birds in the dense sylvan fringes along the river were afrighted from their trysting places in the coves, by the shrill whistle of the new voyager of the Red. This was the initiatory of President Hill's good fortune, as he himself

stated in a speech made a year ago last summer, in the public square in Grand Forks, when responding to the city's welcome to the St. Paul Jobber's Union. "Ah, she was a good ship to me!" said the speaker with a relish, and he reverted to the pioneer days of this valley when he first came down to the Forks in the most primitive style and his prophetic eye saw the grand future in store for the yet unbuilt city, whose foundation had not then been laid in the bounteous fertility of the soil. Other vessels followed the Selkirk as the demands of the trade grew, and bold navigators came from all parts of the world, some of whom are now leading business men and citizens.

Among those "old settlers," as they are now called, Hon. M. L. McCormack, present secretary of the Territory, who made his beginning as clerk in the store of Walsh, Griggs & Co.; D. P. Reeves, Esq., who platted Reeves' addition opposite the Belmont School Building (from whose dome the view of the city was taken by artist Geo. F. Blackburn); Thomas Walsh, an old soldier, who served as register of deeds for three consecutive terms and held other positions of trust; James A. Jenks, present sheriff of the county, who is now finishing out with credit the third term of this office, and has large farming interests near Larimore in this county; Alexander and Billy Blair and others. Griggs, Walsh & Co., established a store at a point on Third Street near the railroad bridge and established a steam saw mill nearer the river, which served for a few years to furnish lumber for the new houses erected upon the irregular path made by the stage coach in the summer and the dog train in the winter. There is a drawing yet extant representing the place in the winter of 1871-2, with a few straggling houses and a train of dogs bringing in the U. S. mail from the South.

MORE NOTABLE SETTLERS.

The next important influx of settlers was from the North, following the Red River rebellion raised by Riel. From thence, in 1870, came two persons whose names have become a household word in the entire Northwest—Geo. B. Winship proprietor and publisher of the *Herald*, and William Budge, the real estate owner and builder. As early as 1868, and before any marks of civilization were visible in this valley which now supports a population of 150,000 souls, on both sides of the river, Mr. Winship went down the river on a flat boat and after some adventures and novel experiences there, during the Riel troubles, he met William Budge who had come in from Scotland by the Hudson Bay route. Together they came to Pembina and after spending a year



BELMONT SCHOOL BUILDING, GRAND FORKS.

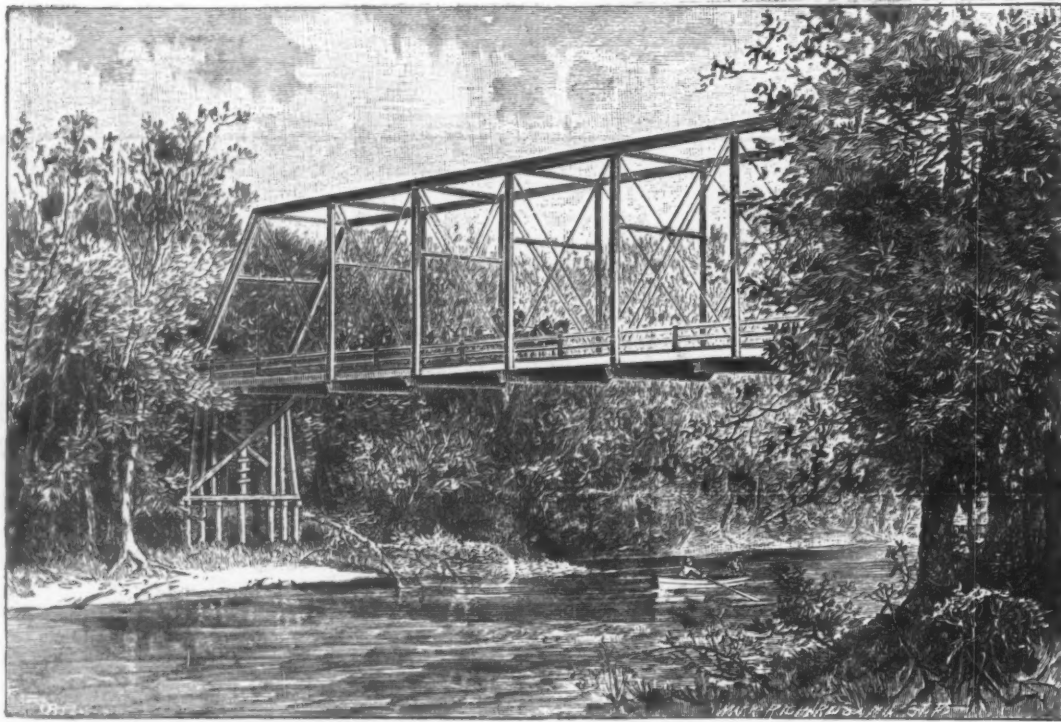
there, the U. S. Government having established a military post and land office at that point, they came to Manvel in 1871, and erected a store and stage station under inducements offered by Blakely & Carpenter of the Northwestern Stage Company, which was then running a daily train to Winnipeg. Theirs was the first house in Manvel, twelve miles north of the city, and the fourth in the county. They subsequently moved to Grand Forks and became active factors in the upbuilding of the city, the first as an editor and publisher and the second as a "boomer" and man of untiring energy and liberality. During 1871 John Stuart built a hotel in the extreme southern part of the city near receiver Anderson's present residence and this became the first post-office. Other old settlers of this incipient period who arrived the same year, were J. S. Eshelman, ex-mayor of the city, who as a mere boy came from Lancaster Co., Pennsylvania, and commenced life as "roustabout" on the Selkirk, but has carved out a fortune and is one of the firm of Budget & Eshelman and also Budget, Griggs & Co. J. J. Cavanagh, late city treasurer, who died but a few months ago, also came in 1871, and among others Z. M. Hunt, who lives in East Grand Forks, Mat McGinnis, A. Wolstrom, a Minnesota farmer, John Fadden, ex-grain commissioner, Richard Fadden, Colin McLaughlin, who owns a fine farm near the city, Ed Williams, James McCroe, Geo. W. Akers, proprietor of the feed mill near the Grandin saw mill, and James Mulligan. Still later came George and John Budge and their brother Harry, now deceased.

The number of settlers commenced to increase rapidly when it was found what a goodly land it is, and note cannot be taken of succeeding settlers, except as they concern intimately the progress of events. The original organization of the county was effected in 1873, when Gov. Burbank appointed O. S. Freeman, Geo. B. Winship and Ole Thompson, commissioners. In August they met and appointed Nick Hoffman, sheriff, J. J. Mullon, register of deeds, Thomas Walsh, treasurer and judge of probate, and O. S. Freeman, county attorney, although he made no pretense to be "learned in the law." At that time the whole county contained less than one hundred souls and difficulties in organizing may be appreciated.

ORGANIZATION OF THE COUNTY.

The following year a more successful effort was made. D. P. Reeves, Alexander Griggs and Geo. A. Wheeler, all residing here yet, were the commissioners. They met at Squire Reeves' residence March 2, 1875, elected the Squire chairman and the following county officers were appointed and gave bond: James Elton, register of deeds; Nick Hoffman, sheriff; Thomas Walsh, treasurer and judge of probate; Thomas Walsh and D. P. Reeves, justices; Thomas Campbell and James Mulligan, constables; Geo. A. Wheeler, superintendent of schools; O. S. Freeman, district attorney. A tax of five mills for current expenses and a two-mill tax for jail purposes were levied forthwith—being nearly the same rate as now levied for all purposes—six and one-half mills.

About this time the Hudson Bay Company took considerable interest in the newly founded city,



BRIDGE OVER THE RED RIVER AT GRAND FORKS, DAKOTA.

Commodore N. W. Kittson, the distinguished citizen of St. Paul, whose name is immortalized by one of the main thoroughfares of the place, being manager. Under his direction a boat yard was established by D. P. Reeves and the steamers Dakota, Alpha, Manitoba, Minnesota and some others of the Red River line were constructed. In November, 1873, the Hudson Bay Company bought the store and saw-mill of Walsh, Griggs & Co., and erected another store, now occupied by Ed C. Richmond as a furniture emporium next to the Citizens National Bank. The next spring they erected the

Valley. The paper was as large as a letter sheet and the edition was from 300 to 500 copies.

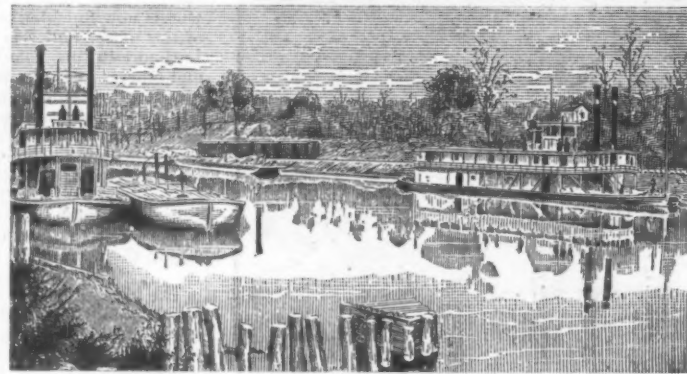
A jail, for which there was seldom use, was erected on Capt. Griggs' farm, which took in nearly all north of the railroad track and west of Fourth Street; it being as late as October 26, 1875, when Capt. Griggs filed his town plat covering ninety acres, laid out by Bruce Hector, the first representative of North Dakota in the Legislature. The population was then about 200. Another addition south of the railroad was platted by Frank Viets May 30, 1878, and in the same year the city was chartered, its first officers

being President, George H. Walsh; Clerk, R. W. Cutts; Trustees, W. H. Brown, John McRoe, Wm. Budge and Frank Viets. October 16th, the same year, W. J. S. Traill platted his addition south of the railroad and west of Viets' addition, (seen in the west of the general view, while Viets' is in the right and the original town in the center beyond the county buildings.)

THE RAILROAD REACHES GRAND FORKS.

In 1879 the St. Paul, Minneapolis & Manitoba road pushed out towards the fertile valley to bind it tributary to St. Paul and Minneapolis and reached Crookston, twenty-

six miles east of Grand Forks, but its destination was seen from afar off, and in anticipation, the tide of immigration flowed in tumultuously. In the spring of 1880 the population was 1,200, in June it was 1,800, while the county had 6,248. Then came the road of Mr. Hill northward from Fargo, towards Neche, and presently the St. Vincent branch from Crookston was built across to Grand Forks and on towards Devil's Lake. In June, 1881, Grand Forks had a population of nearly 5,000, and the depot which Mr. Hill placed out on the prairie to keep it out of the city was built up to and, (as may be observed in the left of the view) is completely surrounded with houses, while further on looms up the handsome Ursuline Academy, a Catholic institution, then the large fair grounds and buildings of the Exposition of North Dakota and still further west is the University of North Dakota, are monuments of intelligence and progress. The fine brick Court House was built in 1879 and in 1884 an addition was constructed and fire-proof vaults were placed in the offices, large enough to hold records of twenty years. It cost originally \$15,000, addition \$5,000, improvements about \$5,000. The jail which stands beside it was built later and cost \$20,000. The central school building, with nine rooms, cost \$25,000, and the Belmont \$15,000, both being now heated by



STREET AND RIVER SCENE, GRAND FORKS, DAKOTA.

Northwestern Hotel directly opposite city hall. SCHOOLS, CHURCHES AND NEWSPAPERS.

A school was started by Miss Richmond in a 12x14 "claim shack," on Belmont Avenue, where James Elton's residence now is and about two squares from the present elegant structure—the Belmont building, a portrait of which accompanies this article,

the Haxtean steam heaters which cost \$5,000 more. Various other additions were planned in the next few years, among them McCormack's, Griggs', Budge & Eshelman's, McKeivay's, Taylor & Lindsey's in the extreme south and the picturesque addition in the north known as Riverside, by John L. Lewis, now Alloway & Lewis. The city was incorporated under its present charter on February 22, 1881, with Col. W. H. Brown as mayor, and the following named aldermen, who formed city council: Frank Viets, John Ladden, 1st Ward; James Elton, A. L. Linton 2d; A. Abraham Sen., H. Gotzian, 3d; Newton Porter, Thomas White, 4th; Chas. Freeman, H. E. Maloney, 5th; C. E. Teel, M. L. McCormack, 6th.

PROGRESS OF THE CITY.

Geo. B. Winship established the *Daily Herald* Nov. 1, 1881, having published the *Herald* as a weekly from June 26, 1879, and as a semi-weekly from March 1, 1881, and has continued both daily and weekly ever since, having prospered greatly and deservedly, so that this fall he has entered into a new brick block with one of the most complete printing offices in the West.

The Grand Forks Roller Mill was built by M. L. McCormack in 1882, a company being formed with \$100,000 capital. The mill is located at the DeMers Avenue bridge in the vicinity of other industries of manufacturing importance, among which are J. B. Mooney's boiler works, McKinzie's carriage works, Grandin's saw-mill and the M. & N. elevator of the river line established two years ago to catch the large river quota of wheat. Another roller mill named the North Dakota, by McDonald & Teall, was built on Fifth Street near the railroad last year, and the flour from these mills is shipped to many points in the East—even some to Europe—a trade which will be vastly encouraged when the new Northern Pacific road is completed to the foot of DeMers Avenue, opening as it will, a competing line to the head of Lake Superior. There is not any better flour made in the world than that produced at these mills.

As a part of the history of Grand Forks' growth, the grain trade has been no diminutive figure. Besides the river elevation already named, there are four large elevators in the western portion of the city, which handle large quantities of the cereal, so large a factor in the wealth of this valley. In East Grand Forks there are two more elevators receiving the product from western Polk County and another 90,000 bushel elevator is under construction to be built as soon as the new railroad is completed, (the depot of which will be near the large white residence indicated in the center back ground of the picture.)

Another large factor in the grain trade is the market afforded for barley, a crop which here yields abundantly and of a superior quality. There is a large

brewery on either side of the Forks, the one on the west being owned by Jacob Dobmeier, who came to Grand Forks in the early boom days. He has added, this year, a large malt house costing in the neighborhood of \$15,000, his trade extending over the entire valley. It requires 60,000 bushels of barley annually to supply one, or 120,000 bushels for the two. The output of beer is about 10,000 barrels each. The brewery in East Grand Forks is owned by Mundigal

red mill, with a capacity of 50,000 feet per day, was started and has now cut two seasons. It has recently passed into the hands of J. L. Grandin of Tidioute, Pa., who also owns the bonanza farm and line of Red River steamers at Grandin, Traill County, Dak. It is believed that this is but the first step to rapid expansion of this industry, when the vast pine fields of the Red Lake region on the new line of the D. & M. are once opened to the public and competition. Other

eastern lumber manufacturers will necessarily be attracted to this new field.

The large saw-mill of Camp & Walker ran part of this season, and has a capacity 150,000 per day. The two mills together saw'd about 7,000,000 feet during the season. With an early and full supply of logs there should have been 20,000,000 saw'd. There are two planing mills, one operated by Chisholm & Turner, which supplies power to the electric lights of the city, and the other by T. B. Walker, and will be operated during the winter. This industry opens a vast field for enterprise here. Another manufacturing enterprise is the foundry located on the railway near the passenger depot and operated by John Cumming. It runs day

and night during the busy season of the year.

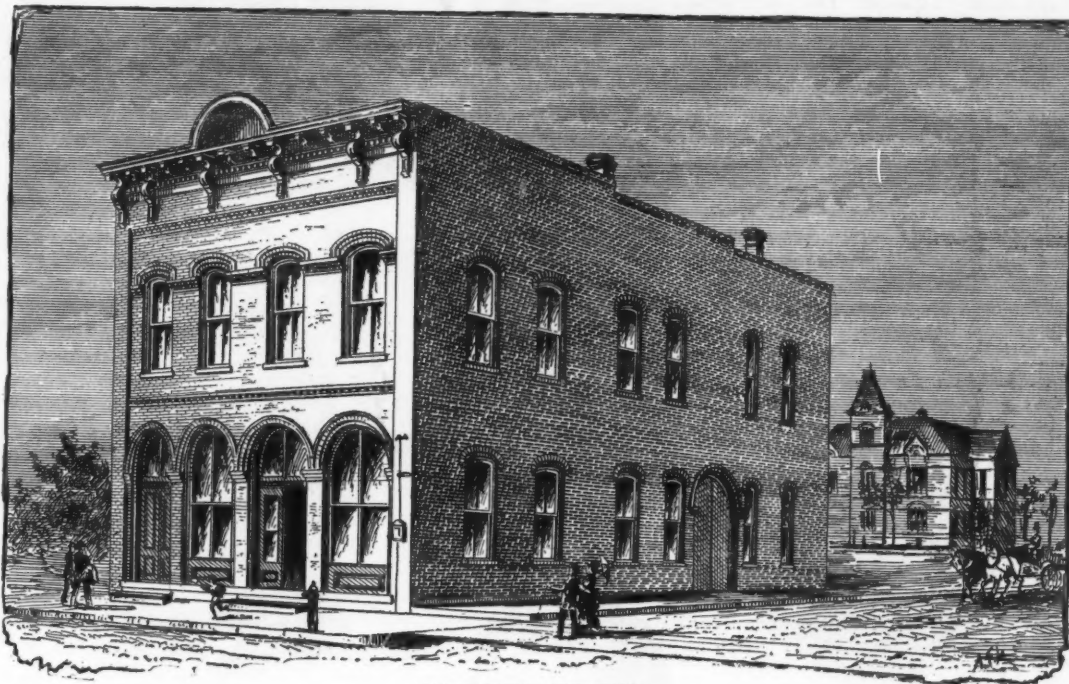
Aside from the large mercantile houses, which are metropolitan in their arrangement, there are three national banks, all flourishing, and about a dozen loan and investment companies or agencies, several real estate firms; a dozen good hotels, the principal ones being the Griggs, Ingalls, Richardson and Commercial; several large machinery depots, the majority being established here as a distributing point for

North Dakota and Minnesota; a number of commission houses and the usual array of general stores. The bar numbers some of the brightest legal luminaries of Dakota; the medical profession is fully and ably represented—in fact the country is generally so healthy for doctors to thrive well.

The churches are also metropolitan in number, style of edifice and ability of ministers. There are Methodist, Episcopal, Presbyterian, Congregational, Catholic, Baptist and Scandinavian Lutheran. The University is attended by about seventy-five students, the Ursuline Academy about 150, the public schools between 600 and 700, the principal of the latter being C. H. Clemmer.

The newspapers

are the daily and weekly *Herald*, Geo. B. Winship, (Evening Associated Press); daily and weekly *Plaindealer*, W. J. Murphy, editor and proprietor, (Morning Associated Press); *Tidende*, Norwegian weekly, Grelbrandsen & Stampen, proprietors; *Educational News*, monthly, A. R. Griffith, proprietor; *Methodist Pioneer*, monthly, Rev. D. C. Plamette, editor; *East Grand Forks Courier*, weekly, F. J. Duffy, proprietor. During the present year E. W. Haseltine established

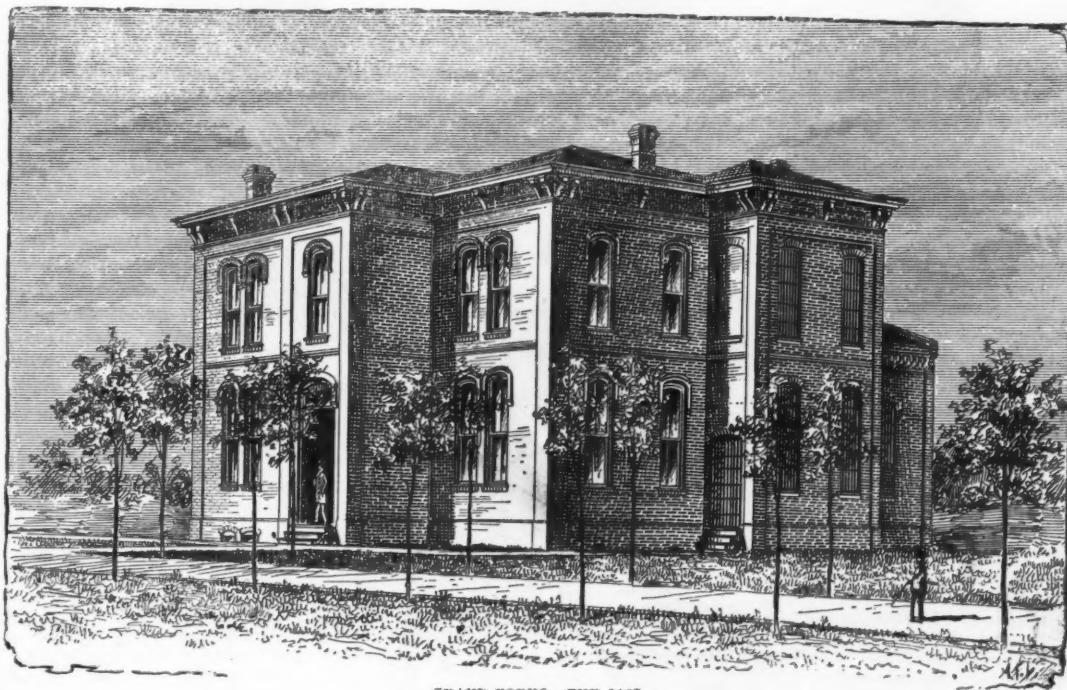


GRAND FORKS.—CITY HALL.

& Zengel and is likewise a mammoth enterprise.

ONWARD MARCH OF IMPROVEMENTS.

During the last few years, the city streets have been graded; upwards of \$6,000 worth of sidewalks were laid last year; the city water works with their various extensions and the pump house, (of which a portrait is given) are valued at \$60,000. The water is pumped from the Red Lake River which enters the Red River at the point represented by the iron bridge



GRAND FORKS.—THE JAIL.

scene portrayed by the artist, and delivered to all parts of the city and the University more than a mile distant. It is pure water with the least possible mineral elements, and the system is the pride of the city, being most effective in case of fire, when handled in connection with the excellent fire apparatus by the admirable volunteer fire department. Last, but not least, among the growing business interests of the place is lumber manufacturing. Two years ago the

a nursery here, from which this fall were shipped 100,000 trees. The Dakota thoroughbred cattle nursery is located at Riverside, where Dr. C. J. Alloway has extensive farms and keeps some of the finest blooded cattle ever brought here. His herd embraces Polled angus and Herefords. This enterprise promises to do great things for the improvement of stock in Dakota.

RESOURCES OF THE CITY.

Some material facts may serve to aid in estimating the resources of the city and country adjacent. The population of the county is upwards of 21,000, the vote for delegate having been 3,533, on a light poll. The population of the city is 7,000. The assessed valuation of the county is \$4,655,071. No. acres farm land cultivated, 646,733. During July, August and September, the freight handled at this station was as follows: Forwarded, lbs. 14,553,270. Received, " 7,897,050. The building in Grand Forks in 1885, aggregated \$225,000. This season no less than thirty neat, substantial houses were built at an average cost of \$1,500 and Budge & Eshelman are erecting a large brick block which will cost from \$10,000 to \$15,000; E. B. Frederick built a block, McNicol & McAdam a brick block costing \$5,000. The total building of this season may safely be placed at \$100,000. The Red River steamers annually carry about 16,000 tons of freight, the period of navigation being ordinarily from May 12th to Nov. 13th. The exceedingly dry season past, interfered with river navigation materially here as elsewhere. By removing Goose Rapids in Traill County, navigation will be open from Fort Abercrombie to Winnipeg. The counties on the west side of the river from Fargo to the boundary have a valuation of about \$40,000,000. Those on the east side about, \$30,000,000. The population at the last census was 86,459. The population and valuation of Polk County, Minn., are but a little in excess of Grand Forks. The wheat crop on both sides of the river owing to the navigability of the same, is tributary to this point and may be safely placed this year at 20,000,000 bushels, since the chief product is in the valley counties, the drouth having almost annihilated the crops elsewhere. Never before this year were the staying qualities of the Red River Valley soil tested as the past season. Scarcely any rain fell during the summer months and yet all the elevators on the line of the road north and south are full and the cry comes up continually for "more cars" "more cars" to market the great staple. This field which the N. P. and other roads are pushing to enter, offers inexhaustible resources. It remains to pursue a wise policy, to conserve all interests, protect the home builder and diversify industries with the expanding wants of the new commonwealth. Grand Forks sits beautifully clothed in the heart of a great destiny.

BIOGRAPHICAL SKETCHES.

George B. Winship.

George B. Winship, editor of the Grand Forks Herald, was born in Saco, Maine, Sept. 28, 1847, and came west with his parents when three years of age. At thirteen he was apprenticed to learn the printing business in LaCrescent, Minnesota. He en-

listed in Company A. Second Minnesota Cavalry, and when sixteen served two years and three months, until the close of the Civil War. In 1868 he removed to the Valley of the Red River of the North and spent two years in Winnipeg, being there during the Riel rebellion in 1869. During the next ten years he lived at Pembina and other points on the Red River, until, in 1879, he established the Herald at Grand Forks, as a small weekly. The paper grew and prospered under his management and in 1881 a daily edition was issued, which has been maintained ever since. The Herald now claims to have the most complete printing office in North Dakota, and does stereotyping and book printing as well as all forms of job printing. It occupies a handsome brick build-

extends throughout the whole Northwest. Grand Forks being the distributing point. He is also the general transfer agent for the McCormick Harvesting Co., of Chicago, Ill., and also for the Moline, Milburn & Stoddard Company, of Minneapolis, Minn. Mr. Rucker is largely interested in farming and stock-raising. His whole business shows the life and energy he throws into it, pushing everything to a successful ending.

The same executive ability has been manifested in handling the late exposition in which he proved himself to be a first-class president of the best fair ever held in the new Northwest.

J. H. Bosard, President of City Council.

The able President of the City Council of Grand Forks, to which position he was first elected in the spring of 1885, and re-elected in 1886, is a typical Dakota "boomer," and having resided at Grand Forks from its first energetic stride toward a city, in 1879, he has been intimately identified with every enterprise which tended to make Grand Forks a metropolis. Mr. Bosard unites the occupations of farming and stock-raising, with the active practice of the law. His farm near Thompson, fine modern barns and blooded stock, embracing Jersey cattle, Percheron horses, and Oxford down sheep, which he keeps in a forty acre fenced pasture during summer, and ample warm sheds in the winter, are the pride of that locality. Mr. Bosard took his first lessons as a farmer's boy in the lovely valley of the Cowanesque, where it gracefully winds by the old village of Osceola, Tioga County, Pennsylvania, the place where he was born, April 21, 1845. He makes agriculture pay as well as the law, a profession he has followed since the spring of 1870, when he was admitted to the bar at Wellsboro, Pa., and immediately entered into a copartnership with his tutor, Hon. Mortimer F. Elliott, the leader of the bar in the Northern Tier. For the past few years his practice has been so heavy that he employed additional counsel in the trial of his cases, and thus he has formed an association with Guy C. H. Corliss, an eminent law-writer and able advocate and counselor, who has recently brought his wife to Grand Forks and will remain permanently. They enjoy the distinction of having one of the largest and best selected libraries in the Northwest. The subject of this sketch is one of the most genial men to meet, full of public enterprise and scholarly. He is a great reader, was himself a tutor in Addison (N. Y.) Academy

when a mere student, and graduated at Mansfield State Normal School in sciences, class of 1866. Upon all subjects, he keeps reading up continually, notwithstanding the many demands upon his time by professional, public and other duties. Thus constituted and equipped he is destined to stand in the front rank of the public men of the new State of Dakota when it shall be fully enfranchised. He is a tough parliamentarian and possessed of coolness and equanimity under all circumstances, qualities which mark him for future promotion when men of this class shall be required to lead.

Willis R. Bierly.

From Smull's Pennsylvania Legislature Handbook, 1881—"Willis R. Bierly of Leycoming County is a



GEO. B. WINSHIP, EDITOR GRAND FORKS "HERALD."



J. H. BOSARD, PRESIDENT CITY COUNCIL.



W. J. MURPHY, EDITOR GRAND FORKS "PLAINDEALER."



HON. DAVID M. HOLMES, MAYOR OF GRAND FORKS.



C. B. INGALLS, PROPRIETOR INGALLS HOUSE.



W. R. BIERLY, SECRETARY CHAMBER OF COMMERCE.

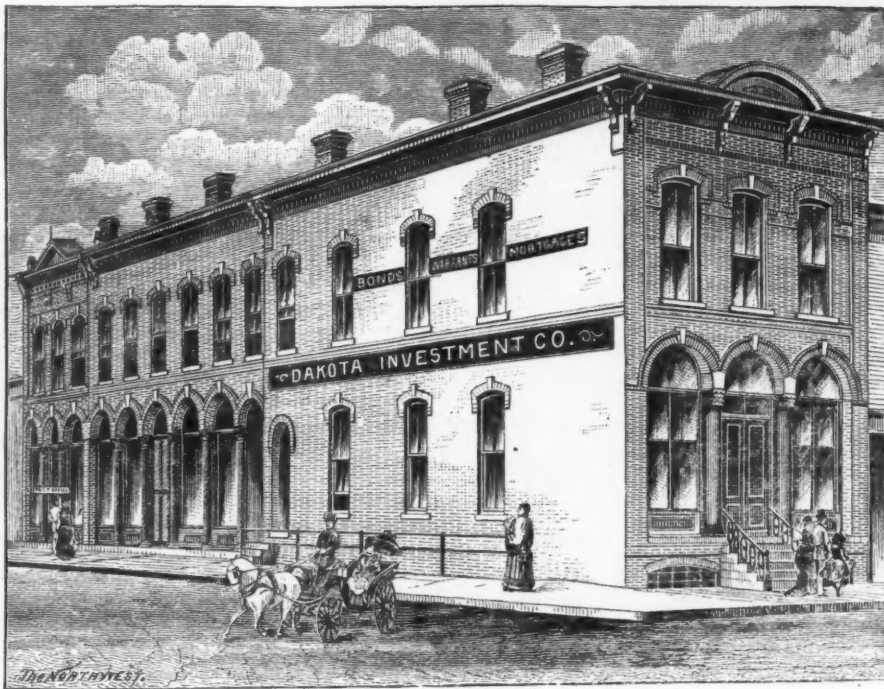


HON. H. P. RUCKER, PRES. GRAND FORKS CO. AGRICULTURAL SOCIETY.

ing recently completed by Mr. Winship and is a good example of the success in journalism that comes from pluck and persistency.

H. P. Rucker.

President of the North Dakota Exposition is a native of Illinois, where he was educated and afterward engaged in the hardware trade. He came to Grand Forks in 1883, having been attracted there from reports of its rapid developments and the superior business advantages it offered. He saw at once the truth of the reports he had heard and immediately set about finding a suitable business location, finally purchasing an agricultural implement concern which he still continues, and the operation of which



GRAND FORKS.—OFFICES OF THE DAKOTA INVESTMENT COMPANY.

native of Rebersburg, Centre Co., Pa., where he was born June 5, 1847; educated in public schools, and Union and Dickinson Seminars; taught school seven years, common and normal; read law and admitted to bar at Williamsport, Pa., May 5, 1870; editor for four years, compiled "Rights and Duties of County and Township Officers;" at present practicing law."

Served in legislature of 1881, identified actively with reform element of both parties, leading to the revolution of power in 1882, by which Gov. Pattison succeeded to office. Fall of 1882 removed with family to Texas, where he filled for a short time office of prosecuting attorney for Baylor and attached counties, under commission of Gov. Ireland. Removed to Gainesville and took editorial management of *Live Stock Reporter* and *Cook County Independent*, under Col. R. V. Bell, but at end of few months owing to ill-health of himself and family was advised to return North. Left Dec. 25, 1883, from summer scenes and arrived Dec. 30 in the land of snow and sunshine, Grand Forks, Dak., where health was immediately restored. Since then has been constantly employed on the *Herald* as city and news editor. Immediately after the adjournment of the Dakota Legislature, in 1885, he set to work compiling the laws of the Territory relating to county and township offices, similar to his Pennsylvania work. The book was issued the same year, containing 370 p. p. handsomely bound and is sold through the Territory at \$2.00 per copy, sent by him by mail prepaid on receipt of price. Among the many testimonials to this latest product of his industry these are selected:

Ex-Chief Justice A. J. Edgerton, Supreme Court of Dakota: "I am pleased with the plan of your work."

Hon. W. B. McConnell, Judge 3d District: "Fargo, Dec. 31, 1885—I have examined your work—County and Municipal Officers of Dakota—and am much pleased with the manner in which you have arranged the subjects of which it treats. I feel confident that not only officers but the bar throughout the Territory will recognize the value of the service you have rendered in the preparation of this work and that it will be in constant demand. I cheerfully recommend it."

Bismarck *Tribune*: "It should find its way into every library in Dakota. Of inestimable value to county and town officers. Precise and comprehensive."

Dickinson *Press*: "Indispensable to all county and municipal officers and would be a valuable addition to any law library."

Carrington *News*: "Mr. Bierly, as a lawyer, is heartily endorsed by competent judges, both in Pennsylvania and Dakota."

Hon. David M. Holmes.

The present mayor of this thriving young city is truly representative of the rapidity with which sterling merit rises to its reward generally in the new Northwest. He is a young and active business man, surrounded by all the evidences of thrift, with a happy home and interesting little family. Rightly may Mr. Holmes be styled a model of the American "self-made

man," as will be apparent from this brief sketch. He was born at the picturesque little town of Newark, Northumberland County, Penn., within a half mile of the rocky bluff upon which the Monies and Delawares in the early history of the country waged a fierce battle of extermination. His boyhood was spent in the shadow of these beautiful hills on the banks of the Susquehanna River. At the excellent village school he received the rudiments of education and advanced rapidly, with a decided leaning to mathematics, so that he was early put into the academy at that place. At an early age, however, death robbed him of his parents and when but fourteen years old he was thrown upon his own reliance for a livelihood. He started westward and secured work with Wm. Brown in the lumber regions of Elk County, where he picked up the rudiments of surveying and engineering, during his four years service. In 1870 he came as far west as St. Paul and later Breckenridge, but returned again to Chicago only to perform the inevitable which comes to all who have once entered the Northwest land of sunshine. He came back again and in 1871 went to Winnipeg. After a short time he returned to Grand Forks which was then, 1872, only a hamlet. He thus became one

of the pioneers here and identified with Grand Forks ever since except a short time in 1876, when he made a trip to the Black Hills and was the courier who reported the Indian raid at Fort Sully. At the second organization of the county in 1875, he was appointed county surveyor and in the fall was elected register of deeds, to which office he was re-elected afterwards. He was also elected school superintendent. In 1877 he started in the drug business in the old *Herald* building, and has continued in this lucrative business ever since. He is also the telegraphic operator of the Western Union, in whose employ he has been for a long time and his trustworthiness has been well proven. He was married to Miss Schlager in 1879. In 1882 and again in 1884 he was elected to city council and last May he was chosen Mayor of the city without opposition, he having been nominated by the Democrats for that position, the Republican nominee declining to run against him, a tribute to his popularity.

W. J. Murphy.

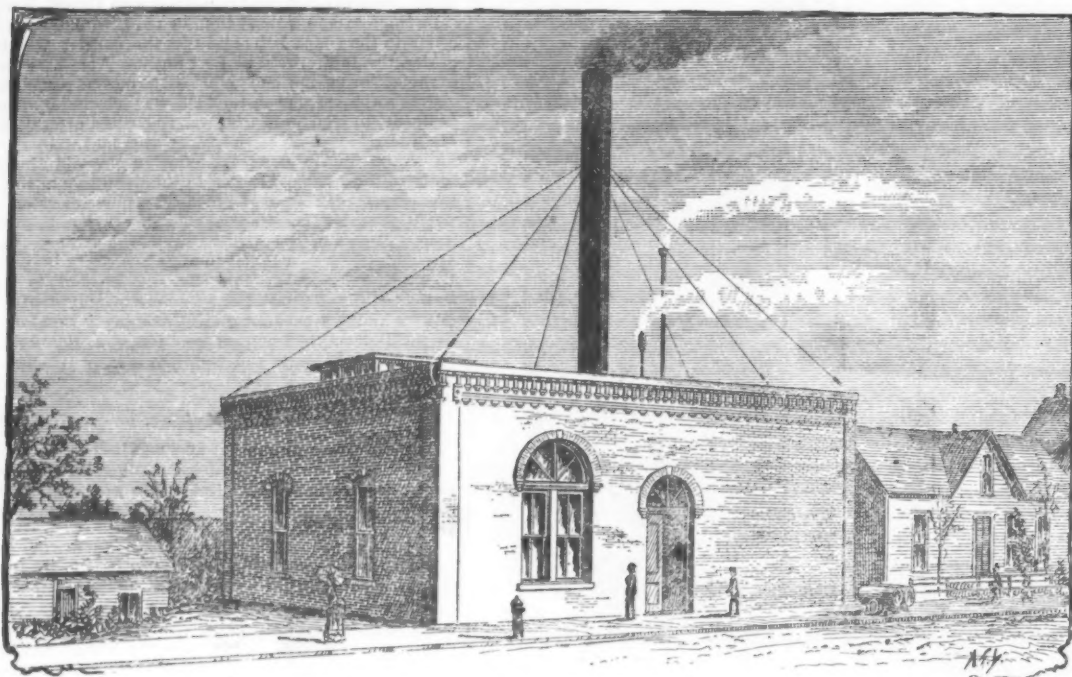
Mr. Murphy is 29 years of age, was born in St. Croix County, Wis., attended St. John's College in Minnesota for two years, and graduated in the commercial course; also attended Notre Dame University, Notre Dame, Ind., for three years. He located in Grand Forks County, in 1879, and practiced law for the first two years, and purchased the *Plaineader* in 1881, then a small weekly newspaper. On May 15, 1882, he began issuing an evening daily, the *Herald* then occupying the morning field. Shortly after, a second evening paper was started by the First National Bank, which, in conjunction with the morning paper, attempted to drive the *Plaineader* from its position in the morning field. Preparations were being made to advance the *Plaineader* to the morning field, when its entire office was destroyed by fire on the 22nd day of November, 1884. This necessitated some delay. The paper was immediately re-established, however, and on the first day of August, 1885, Mr. Murphy began the publication of the morning edition, which has continued up to the present date. It ranks now among the first daily papers of the Territory. It is one of four morning papers publishing full Associated Press news. On February 1st, 1885, a book binding department was added to the institution. The *Plaineader* apartments now occupy a ground floor space of 50x100 feet and it employs 32 hands. It is the second largest institution of this kind in the Territory, and it pays out in salary accounts more money than any institution of the kind in the Northwest, excepting perhaps the saw mills located in Grand Forks. During the year ending 1885, it not only did not cost its county anything to maintain it, but left an actual balance of trade in favor of the county of \$8,000, which will be largely increased during 1886.

The Dakota Investment Company.

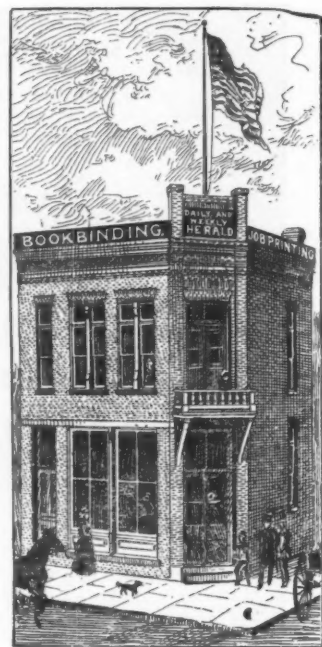
The Dakota Investment Co. has its western office at Grand Forks, where the managing officers reside. The stock is fully paid up and is owned by the



GRAND FORKS.—THE INGALLS HOUSE.



GRAND FORKS.—PUMP HOUSE OF CITY WATER WORKS.



GRAND FORKS.—THE HERALD BUILDING.

executive officers, and by New York and New England moneyed men. The company take great care in the selection of securities, and require that all lands be examined by an employee of the company before a loan is made.

For the past five years this company has placed funds in the Red River Valley upon securities that have proved very satisfactory to their correspondents, as is evidenced by a long list of references who have invested with them.

The company make loans upon city as well as farm property and has both for sale. It is the only incorporated company in Grand Forks that negotiates guaranteed first mortgages and it has a sufficient capital to make good its guarantee. These mortgages net investors seven per cent., unguaranteed mortgages bringing eight. The capital of the company is \$50,000, and its credit is first-class.

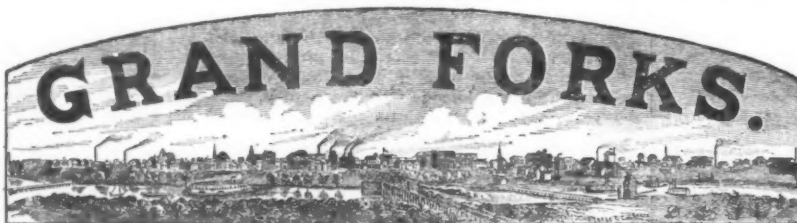
THE ASCENT OF MT. TACOMA.

With something of an experience in mountain climbing elsewhere, I am prepared to say that the excursion to Mount Tacoma is wholly unique, so far as such things go in the United States, and equal in every respect to the grandest experiences found in the Alps. The trip from Tacoma is an easy one, and can be made comfortably by ladies as well as gentlemen. The

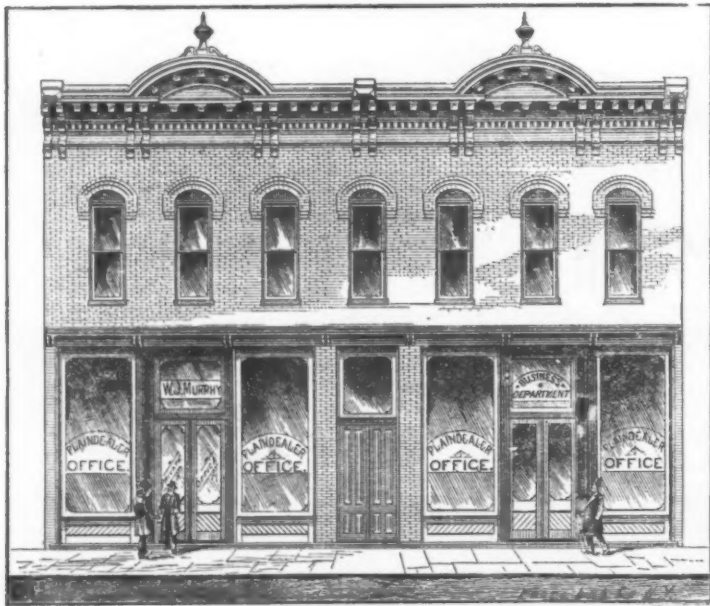


THE UNIVERSITY OF NORTH DAKOTA.

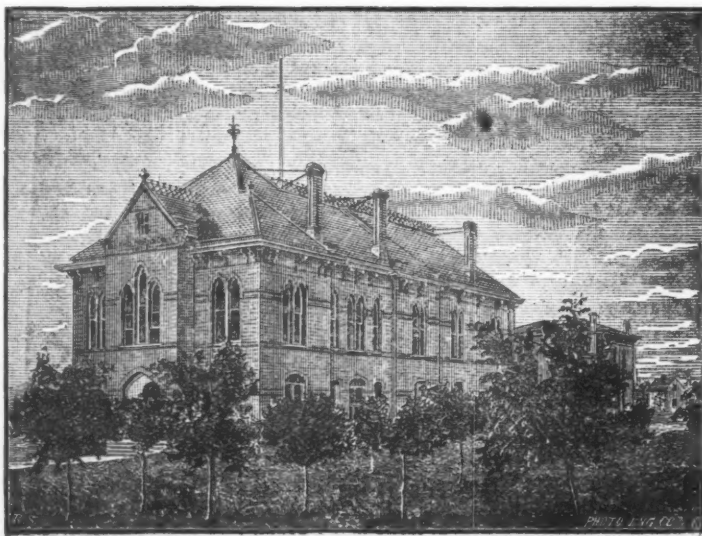
novelty of camping out is not the least of the pleasures to be enjoyed. The trail is one of the best I ever traveled over, and a marvel in its way. Some improvements could be made at the camping places, and by staying a night just below the snow line, a longer time could be had by the visitors on the glaciers. A permanent building at Crater Lake would be another luxury. No summer visitor to Tacoma who feels equal to the task of riding over the trail on horse-back in easy stages should neglect to make the trip. The average climber may content himself with the trodden path, which affords ample resources for the ordinary lover of adventure, but there are other fields for the professional mountaineer, and a summit to be reached where few feet have pressed the everlasting snows. Why should not Mount Tacoma become the shrine of the mountain climber as much as Mt. Blanc and Matterhorn? It has every element that has made the Swiss peaks famous and may be reached by Americans without crossing the ocean.—L. L. Holden in Tacoma Ledger.



As an instance of the quick work done unloading vessels in Duluth the following figures are an example. The Eddy and Consort arrived on Saturday morning with 3,400 tons of coal. At seven o'clock Saturday the schooner commenced to discharge and at eleven o'clock the Eddy began to discharge. By six o'clock Sunday the two vessels were on their way down the lake with 120,000 bushels of wheat aboard.—Duluth Tribune.



GRAND FORKS.—OFFICES OF THE PLAINDEALER.



GRAND FORKS.—COURT HOUSE.

NEW PUBLICATIONS.

Ten Dollars Enough: Keeping House well on Ten Dollars a Week; How it has been done, How it may be done again is the self-explaining title of a book by Catherine Owen, which tells in the form of a chatty story how a young couple who had been paying twenty dollars a week for board in a fashionable boarding-house in New York, concluded at the instance of the wife who had been a pupil in a school of cookery, to try housekeeping, how nicely they lived and how economical it was. The rent cost \$20 per month, the servant girl \$12, the table expenses and fuel \$40, so there were left a few dollars for carfare. It is hardly necessary to note that there were no children in the family and that no provision was made for doctors' bills. The book can be commended to young housekeepers who are beginning life with small means. A large amount of useful information about domestic affairs is skillfully worked into the story. Published by Houghton, Mifflin & Co., Boston and New York; price \$1.00. For sale by St. Paul Book and Stationery Co.

Irene, or the Road to Freedom, by Sada Bailey Fowler, is a novel with a purpose, the purpose being to make a vivid and realistic presentation of the dark side of marriage from the woman's standpoint. The whole subject of love and matrimony is discussed with freedom and plainness, but at the same time with delicacy, the argument being that women should have a larger measure of control over their persons, property and earnings, and especially over the important function of maternity. Old-fashioned ideas concerning the wedded state are assailed with vigor, and the book will hardly be popular with people who hold that the woman is a sort of supplement or adjunct to the sovereign man, with no right to a positive individuality of her own. The story is entertaining for itself and the character of Irene is a strong and original one. Published by H. N. Fowler & Co., Philadelphia, and sent by mail for one dollar.

Whoever intends to build a house should send for one or two numbers of *Shoppell's Modern Houses*, published by the Co-operative Building Plan Association, 191 Broadway, New York. This is a quarterly magazine, each issue containing a multitude of new designs, with specifications and cost, and one colored plate showing the best effects on walls and roofs to be had with paint. The home-builder who studies carefully a number of the designs that come within his intended range of expenditure will be sure, when he makes his decision, that he has had the latest and most approved ideas of eastern architects to choose from. Any competent carpenter can work from the plans and specifications in these volumes. Price per volume, \$1; for sale in St. Paul at Brown's News Depot, near the Post-office.

Maj. T. M. Newson, one of the pioneer journalists of Minnesota, and the author of many popular books on pioneer life and Indian legends, has put into the form of a handsome octavo volume his *Pen Pictures of St. Paul and Biographical Sketches of its Old Settlers*, which originally appeared as a series of articles in the *Daily Globe*. The record begins with the earliest settlement of the city and is brought down to 1857. It is very democratic in its scope, not confining itself to the rich and prominent citizens, but giving place to everybody, no matter how humble was his condition, who did anything at all notable in connection with the progress of the city. Thus the first blacksmith is mentioned as well as the first banker, the first market woman as well as the first minister, the first constable as well as the first congressman. This book will interest every old resident of St. Paul. The character sketches of old settlers, of which there are a great number in the volume, are drawn with remarkable skill and good taste, and there is a plentiful seasoning of good anecdotes sprinkled through the work. Maj. Newson is his own publisher, and St. Paul printers and binders have manufactured the book in praiseworthy style.

Thos. M. Nichol, of Milwaukee, has published an *Address to Workmen on the Labor Question in its Relation to Political Parties*, the argument of which is that the Republican party is the true friend of the laboring classes. One of the best things in Mr. Nichol's pamphlet is a passage on labor and capital from Abraham Lincoln's first message to Congress in December, 1861, in which the following sentence occurs: "No men living are more worthy to be trusted than those who toil up from poverty; none less inclined to take or touch aught which they have not honestly earned." The effort of many laboring-men at the present day seems to be to level down instead to toil up. "Why," asks Mr. Nichol, "should the successful laborer be described as a robber and the unsuccessful loafer be lauded as a patriot." Yet the men who do the most talking and get the most atten-

tion in the labor assemblies are usually those who either cannot or will not raise themselves by their own efforts to positions of comfort and independence.

Of the eight beautiful Calendars for 1887, which are published by Houghton, Mifflin & Co., two are new. These two are compiled from the works of Robert Browning and Nathaniel Hawthorne. The Calendars published in previous years, made up of selections from Emerson, Holmes, Longfellow, Lowell, Whittier, and Mrs. A. D. T. Whitney, are also reissued for 1887. All these calendars are brought out on a plan entirely new, the chief features of which are the additional information given, in regard to the day of the week upon which each day of the year will fall the consecutive number of each day of the year, the days on which the moon is new and full, the anniversaries of noted events and of the birth of famous men, ecclesiastical and civil days, information respecting rates of postage, and measures of length, weight, and capacity; also dates of the eclipses during the year 1887, and of the morning and evening stars. These calendars, although not less artistic than those of previous years, and containing many features which render them of greater value, are sold at one half the price, namely 50 cents. Houghton, Mifflin & Co., Publishers, 4 Park St., Boston; 11 East 17th St., New York.

In the Atlantic Monthly for December appears in full the poem read by Oliver Wendell Holmes at the 250th anniversary of Harvard College. The following are the lines at which Dr. McCosh, of Princeton College, took such offence that he refused to remain to the banquet, and forthwith left for home:

As once of old from Ida's lofty height
The flaming signal flashed across the night,
So Harvard's beacon sheds its unspent rays
Till every watch-tower shows its kindling blaze.
Caught from a spark and fanned by every gale,
A brighter radiance glides the roof of Yale;
Amherst and Williams bid their flambeaus shine,
And Bowdoin answers through her groves of pine;
O'er Princeton's sands the far reflections steal,
Where mighty Edwards stamped his iron heel:
Nay, on the hill where old beliefs were bound
Fast as if Styx had girt them nine times round,
Bursts such a light that trembling souls inquire
If the whole church of Calvin is on fire;
Well may they ask, for what so brightly burns
As a dry creed that nothing ever learns?
Thus link by link is knit the flaming chain
Lit by the torch of Harvard's hallowed plain.

THE GOVERNMENT GIASTICUTICUS.

The great giasticuticus that runs the Government under the title of Land Commissioner, is going to have the Northern Pacific Railroad indicted and sent to prison for daring to trespass on the public lands by running surveys to find out which sections of land belong to it. This great man Sparks has recently conceived another idea, that the action of Congress is not necessary to declare a forfeiture of land grants. He can do it himself. He has got hold of the tail end of a legal proposition that if the railroad company didn't earn its whole grant in the time limited, it is not entitled to any of it. The man who can suspend land laws can pass confiscation acts, surely. Such trifling obstacles as laws and vested rights cut little figure in a department that assumes and exercises all the powers of Congress and Supreme Court. It strikes us that this country is getting too small for such a great man as Sparks.—*Helena Herald*.

AN IMPORTANT DECISION.

When Judge Turner decided at the October term of court at North Yakima, that the land grant of the Cascade division of the N. P. R. R. was a grant in present, sustained the motion of the railway attorney for a non-suit and entered judgment for costs against the Government in the case of the United States vs. Al Lillie and the N. P. R. R., for illegally appropriating government timber grown eighteen miles from North Yakima (according to government survey lines) in Tietan basin, he virtually decided that the N. P. R. R. Co. has a grant of land on the Cascade division, which attached to it at the time the company filed its map of definite location of this line with the commissioner of the general land office at Washington, D. C. The judge's opinion is not recorded verbatim, as it was rendered, but this is the substance of it as reported to us by the attorneys present.—*North Yakima (Wash. Ter.) Farmer*.

HAVE YOU SEEN ONE?

One what? The finest Four Season Calendar ever printed is being distributed by the Chicago, Milwaukee & St. Paul Railway, for 1887. Send six cents in postage stamps with full address to A. V. H. Carpenter, General Passenger Agent, Milwaukee, Wis., and you will receive a calendar by return mail. Only one calendar will be sent to any one address.

EDITORIAL MENTION.

THE missing link in the Oregon Railway and Navigation Company's lines, between Blue Mountain and Centerville, Oregon, is now being closed. The construction of this short piece of road was promised several years ago. It is of great importance to the city of Walla Walla, as giving it direct communication with the east and south, and it ought to stimulate that rich and rather lethargic place to fresh efforts to build itself up as the metropolis of Eastern Oregon and Eastern Washington. Centerville, an active little town, will also be benefited by the closing of this gap.

SIR ALEXANDER GALT is going to make another effort next year to break down the Chinese wall policy of the Canadian government which prohibits the building of railroads within twenty miles of the international boundary except with the consent of the Canadian Pacific railway company. Galt wants to extend his coal road which now runs from the C. P. line in Alberta to the Lethbridge mines so as to secure a terminus in Montana. If he fails in this it is reported that he will build in British Columbia up the Kootenai Valley to a connection with the N. P. at Sand Point, Idaho. The British Columbia government never gave its assent to the C. P. monopoly arrangement.

THE Union Pacific & Montana Railroad Company is the name of a corporation recently chartered in Montana for the purpose of building branches to the Union Pacific system. The routes laid out in the articles of incorporation cover pretty much every valley in the entire Territory, whether now occupied or not by railway lines, including a parallel line to the Northern Pacific all the way from Garrison to Lake Pend d'Oreille, and one down the Yellowstone Valley. It looks as if the Union Pacific realized that something must be done to get more tributary country to support its long branch from Ogden to Butte and was "sort of sloshing around," to use a western slang phrase, without knowing exactly what to do.

THE Duluth and Manitoba Railroad is now completed and in operation from Winnipeg junction, on the Northern Pacific, near Hawley, Minn., to Red Lake Falls, a distance of seventy-five miles. Grading is all done as far as the present terminus at Grand Forks, and the track will all be down before January 1st, unless heavy snow-falls interfere. A large amount of wheat has already been shipped over the road, which for its entire length of 100 miles runs through a rich well-settled prairie country. It is operated as a branch of the Northern Pacific system and promises to be the most profitable branch controlled by that company. In rejoicing over the opening of the road to Red Lake Falls, the *Gazette* of that town lays stress on the fact that the distance from the Falls to Duluth is now 140 miles less than from any town on the Manitoba company's lines in the same latitude.

THE St. Paul Stock Yards Company bids fair to become one of the great business institutions of the country. It has already reached out to New York Bay and secured property to serve as the basis for the enterprise of shipping live cattle to Europe. Water frontage has been purchased at Vanderbilt Landing, on Staten Island for steamship wharves and a 200 acre tract secured on the other side of the island for feeding grounds for the cattle. Both sites are on the line of the Staten Island Railroad, which is controlled by the Baltimore & Ohio and connects with that company's road to the West. The parties named as active in this new project are A. B. Stickney and Ansel Oppenheim. With one hand on the vast cattle ranges of the West and the other on Eastern and European markets, the new St. Paul corporation is evidently destined to play a large part in the cattle and beef movement of the future.

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ST. PAUL AND MINNEAPOLIS, DECEMBER, 1886.

THE HUDSON BAY RAILROAD PROJECT.

The promoters of the daring scheme for building a railroad from Winnipeg to the inhospitable shores of Hudson Bay have actually raised enough money in England to begin work and a few miles of grading were done out of Winnipeg before the ground froze. A subsidy is promised by the Manitoba provincial government and the project seems to have secured a substantial financial backing, in spite of the discouraging reports as to the navigation of Hudson Bay, which can only be entered during four months of the year and is probably free from ice and entirely safe for sailing for only two months. After having heard all that is said in Winnipeg in favor of the enterprise, which has aroused a good deal of enthusiasm in that city, we see no reason to change our former view that the road cannot be sustained and that the money put into it will be lost.

There are no engineering difficulties in the way of building the road, for the country traversed is a rolling plain, covered for the most part with scrubby trees, and the line can probably be built for \$15,000 per mile. The distance from Winnipeg to Port Nelson, the proposed port on the bay, is about 600 miles,

and from that port the distance an ocean steamer will have to sail to reach Liverpool is no greater than from New York to Liverpool. On the map the scheme looks well. There is the great bay reaching far into the interior of the continent and south of it, separated from its waters by only a few hundred miles of desert country, lie the vast wheat fields of Manitoba, Minnesota and Dakota. Evidently the projectors of the road have sold their bonds on the strength of the favorable showing made by the map. The purchasers must have overlooked a few conspicuous and very damaging facts. Let us see what these facts are:

First—No railroads, except a few uniting great cities, could live without local traffic. The country between Winnipeg and Hudson Bay, except for the first forty miles, is absolutely destitute of resources for supporting population.

Second—No railroad could possibly live on business going in one direction only between its terminal points. There would be no return freight from Port Nelson, on the bay, to Winnipeg. "Foreign importations will come that way," say the promoters of the railroad. No, they will not. Foreign importations come to the great cities, where are located the great commercial houses, and to which the European steamships come every day in the year. They will not come to a lonesome port on the frozen shores of a far northern bay which is sealed up by ice for eight or nine months in the year.

Third—It will not be profitable to run steamships between Port Nelson and Liverpool for cargoes one way only, the cargoes to consist of grain and cattle, which are always low priced freight, the vessels to be laid up at least two thirds of the year or to seek another trade, and to run great risks of collisions with icebergs while navigating the bay.

Fourth—The advantage of the new route on the score of distance saved is not so great as at first appears. It is expected that the grain from Northern Minnesota and Northern Dakota, as well as that of Manitoba, will go over the new road. Let us take Casselton, Dakota, as the center of the wheat belt which is to support the line and see whether there is good sense in the assumption that the Hudson Bay route is economically superior to that by way of the great lakes. The distance by rail from Casselton to Port Nelson would be about 850 miles. From Casselton to Duluth is 273 miles. The additional rail haul of nearly 600 miles would fully offset the long, cheap water haul from Duluth to the seaboard. It is even doubtful if the grain of Manitoba would go by the new route in face of the competition of the Canadian Pacific Railway, whose lines penetrate all parts of the wheat belt of that Province, and whose interest it will always be to haul to Port Arthur on Lake Superior, and ship thence by the lake route. It is 440 miles from Winnipeg to Port Arthur. In view of the sharp competition for freights on the lakes and for ocean freights at New York and Montreal, and of the short and hazardous navigation of Hudson Bay and the lack of return freight for steamers or rail, we do not believe it will be feasible to take wheat from Winnipeg or any part of Manitoba to Liverpool by the new northern route as cheaply as by the old lake route. Thus far we have read and heard nothing that squarely meets this argument, while if sound is fatal to the business success of the Hudson Bay scheme.

AN IMPORTANT DECISION.

The recent decision of the United States Supreme Court in the Peronto case has important bearings on questions connected with the land grant of the Northern Pacific road. Peronto, a half-breed, who squatted on land that is now a part of the city of Fargo before the Indian title had been extinguished, and when he had no right to live west of the Red River, set up a claim to a quarter section, which had been conveyed by the government to the railroad company, and by the company sold as town-lots many years ago. This land is a strip one mile long by a quarter of a mile wide, running through the

now well-built portion of the city. Its estimated present value is \$700,000. Peronto's lawyers rested their case on two propositions. First they claimed that under the act incorporating the Northern Pacific company no authority was given to make or file a map of general route, and to have lands withdrawn under it, and that all such withdrawals have been illegal. This proposition was negated by the court, which held that the filing of a map of general route was contemplated by the act, and that the withdrawals made were consequently valid and effective to withhold the lands from entries and to preserve the same to the company to fill its grant.

The second proposition was that under the grant the company acquired no land except that to which the Indian title had actually been extinguished at the date of the filing of its map of definite location; that where Indian rights of occupancy were outstanding at the date of the filing of such map and were subsequently extinguished, the definite title did not pass to the company but to the government, the company to receive indemnity lands therefor. This was also negated by the court, and it was held that the title to lands of that character attached the same as to other lands, subject to the burden of the Indian rights, which by the act making the grant, the government undertook to extinguish as rapidly as could be done consistently with the welfare of the Indians. If this last proposition contended for by Peronto had prevailed, the company would have lost its entire grant between the Red and James rivers, in Dakota, because that whole region was Indian country at the time the map of definite location was filed.

This decision overturns Commissioner Sparks in one of his many efforts to nullify acts of Congress granting public land to railroad companies. He had decided in the Vaughan case that withdrawals under maps of general route were unauthorized and invalid. The attorneys in the Peronto case made his decision a part of their brief. The case was in its essence one of the Northern Pacific against Sparks and the General Land Office. The rights of the company to lands within the limits of withdrawal may now be considered as definitely settled by the highest tribunal in the country. The case was managed and argued for the railroad company by Col. Clough, of St. Paul.

NEW RAILROADS IN THE NORTHWEST.

Now that the Cascade Division is nearly completed the Northern Pacific directors are beginning to look about for good locations for new branch lines to develop promising tributary country and protect their traffic belt from invasion by other roads. At a recent meeting of the board it was determined to construct the coming year the following lines:

From Drummond to Phillipsburg, Montana, to reach the rich mining district, of which the latter place is the center. This line will be about twenty-five miles long.

From Missoula, Montana, up the Bitter Root Valley, a region rich in agricultural resources and containing several good silver mines. This branch will probably end for a time at Stevensville, about forty miles from Missoula, but will eventually be extended further up the valley.

From Helena, Montana, to Marysville, near the remarkably productive Drum Lummon mine, a distance of about twenty miles.

From LaMoure, Dakota, westward for a distance of about twenty-four miles, being an extension of the Fargo & Southwestern Branch through a good farming country.

These lines were all recommended in the last annual record of Vice-President Oakes. It is also in contemplation to extend in the direction of Watertown, Dakota, the spur which leaves the Wadena, Fergus Falls and Black Hills Branch at Fairview, ten miles west of Wahpeton, and which is now only three miles long. When completed this branch will form a link in a direct Northern Pacific line from Watertown to Duluth by way of Wahpeton. Two new branches are projected in Washington Territory and will undoubtedly receive the sanction of the Northern

Pacific board before long. One is to run from Cheney into the Big Bend country, by way of Medical Lake, and the other from Spokane Falls northward to the Colville Valley and to the Columbia River at the Little Dalles, from whence there is steamboat navigation to the Canadian Pacific crossing.

PICTURES THAT ARE NOT PICTURESQUE.

We are in receipt of the copy of the Minneapolis *Tribune* containing the promised write-up for this city. It is illustrated with cuts of some of our business men and public buildings. The impression received when we first caught a glance of the page was that the *Tribune* office was struck by a cyclone. After a more critical examination, however, the page began to take some more definite outlines, and we were surprised to discover some familiar features in the cuts. It was some time, however, before the fact dawned upon us that it was the page devoted to enlightening the world about the industries of our city. Were it not that the names of our business men were appended to the cuts, it would have required expert guessing to have named them. The Syndicate block has been struck by a tornado on the north side, carrying away a portion of the cornice and foundation and defacing the entire front of the building. The first story of the court house is enveloped in flames, and the Ingalls House looks as though it ought to be. The architect of the Central School building and the University must have been very full when he drew the plans, as he seems to have had a very peculiar idea of angles. We have had enough of this kind of slush.—*Grand Forks (Dakota) Plaindealer*.

The pictures in the *Tribune* were about as good as can be made by the processes in use in daily newspaper offices. It is impossible to print a fine engraving on the cheap paper and with the fast presses of a daily. The single cut of the river scene at Grand Forks, in this number of *THE NORTHWEST*, cost at least twice as much as the whole batch of sixteen cuts which illustrated the *Tribune* article. This fact will show the difference between pictures that are picturesque and pictures that are mere rough scratches made with an awl on a kaolin mold. The truth is the daily papers are out of place when they seek to invade the field of illustrated journalism. There are insuperable mechanical difficulties in the way of their doing any satisfactory work in this field. They ought to be satisfied with their own proper field, immense as it is, of furnishing news and opinions, and leave some corners in the domain of journalism to be occupied by other forms of enterprise. Of late it has seemed as if the dailies wanted to own the whole world. They have sought to be literary magazines, illustrated papers, fashion papers, religious papers, trade papers—in brief, pretty much everything that printers ink can make, from an almanac to an encyclopedia. By this effort they have spread themselves out so thin that they have become weak in the domains of enterprise and thought which are especially their own. The picture-making attempt is their latest line of misdirected ambition. Many have drawn out of it, recognizing their mistake.

To make pictures that are not eye-sores requires, first, talented sketch artists and expert photographers; second, skillful and experienced engravers who have themselves considerable artistic talent; third, first-class printers; fourth, fine ink and good paper. The daily newspaper office has none of these essentials. *THE NORTHWEST MAGAZINE* was the pioneer in illustrated journalism in this northwestern country. During the three years since it was established in the Twin Cities it has pictured nearly every important town and scenic region between Lake Superior and the Pacific Coast, spending many thousands of dollars for this purpose and employing artists and engravers in New York, Philadelphia, Boston, Chicago and Milwaukee, as well as in St. Paul and Minneapolis. With all this experience we are learning something new and valuable every day. It is absurd to suppose that in some corner of a crowded newspaper office, amid the hurry and fret of getting out a big daily, a successful art department can be carried on.

Judging by the vote at the recent election, Deadwood is losing its standing as the largest city in the Black Hills. The vote of the three most popular towns is giving as follows: Rapid City, 1,045; Lead City, 700; Deadwood, 656.



The Mississippi at St. Paul was covered by ice this year for the first time on November 24th. The autumn was a delightful season up to the middle of November.

It is the custom in Minneapolis and St. Paul for gentlemen to remove their hats in elevators when ladies are among the passengers. This is an unreasonable excess of gallantry. An elevator is a public conveyance and a man entering one has as good a right to keep his hat on in the presence of ladies as he has in a street-car. The fact that one conveyance travels horizontally and the other perpendicularly does not establish a different rule of courtesy.

Waldo M. Potter, editor of the *LaMoure*, (Dak.) *Progress and Chronicle*, was formerly a prominent journalist and politician in Northern New York. He founded the *Daily Saratogian*, still a prosperous paper in Saratoga, and at one time had a good deal to say in the public affairs of the Empire State. I understand that he enjoys his new life on the Dakota prairies and does not pine for the excitement of New York State conventions or the gay life of the great watering place. He is making one of the ablest weekly papers in the Northwest.

POLITICS aside, I am sorry for the defeat of Col. Wilbur F. Sanders in the Montana election. He is a man of intellectual force, genial humor and decided talent for public life, who would have made his mark in Congress. His personal qualities, his ability as an orator and his twenty odd years' residence in the Rocky Mountains would have gained for him immediate recognition in Washington, as a typical representative of western life and his influence in shaping legislation would have been much greater than is usually exerted by territorial delegates.

THE village council of Lake Park, Minnesota, advertises for bids to fill the unexpired term of village marshall. This is business-like, but it must be a wet blanket on political ambition. What a lot of trouble and expense would have been saved of late, if the office of governor had been given to the lowest responsible bidder. Perhaps the solons of Lake Park are, unbeknown to themselves, prophets of a new dispensation, when the office shall seek the man, and influential citizens will be besought to make known the most moderate remuneration for which they will be willing to perform public functions.

THE great increase this year of wheat storage capacity in Minneapolis contradicts the theory of certain croakers who have been asserting of late that the glory of that city as a grain market and milling center is departing. Such theorists base their arguments on the rapid rise of Duluth. They overlook the fact that not more than one acre in five of the good wheat land in Dakota has been redeemed from the virgin sod. There is tributary country northwest of Minnesota's cities broad enough and rich enough to cause, as it develops, a continuance of the remarkable growth of Minneapolis and St. Paul, while at the same time building up at Duluth a large commercial city.

I MET in New York in October, the two elder sons of President Garfield—tall, handsome young men, of good manners and manly bearing. Harry is twenty-three and James twenty-one. Both have finished their collegiate studies at Williams, and are now taking the Columbia College law course. They intend to practice law in Cleveland. The younger boys, Irvin and Abram are at school in New Hampshire. The family homestead at Mentor, Ohio, has been enlarged by an addition of a stone wing, in which is a fire-proof room containing the mementoes and testimonials connected with the life and death of the martyr President, and the very copious biographical material collected by his private secretary, J. Stanley Brown. No arrangements have yet been made by Mrs. Garfield for the biography, either as to authorship or the general plan of the work. She

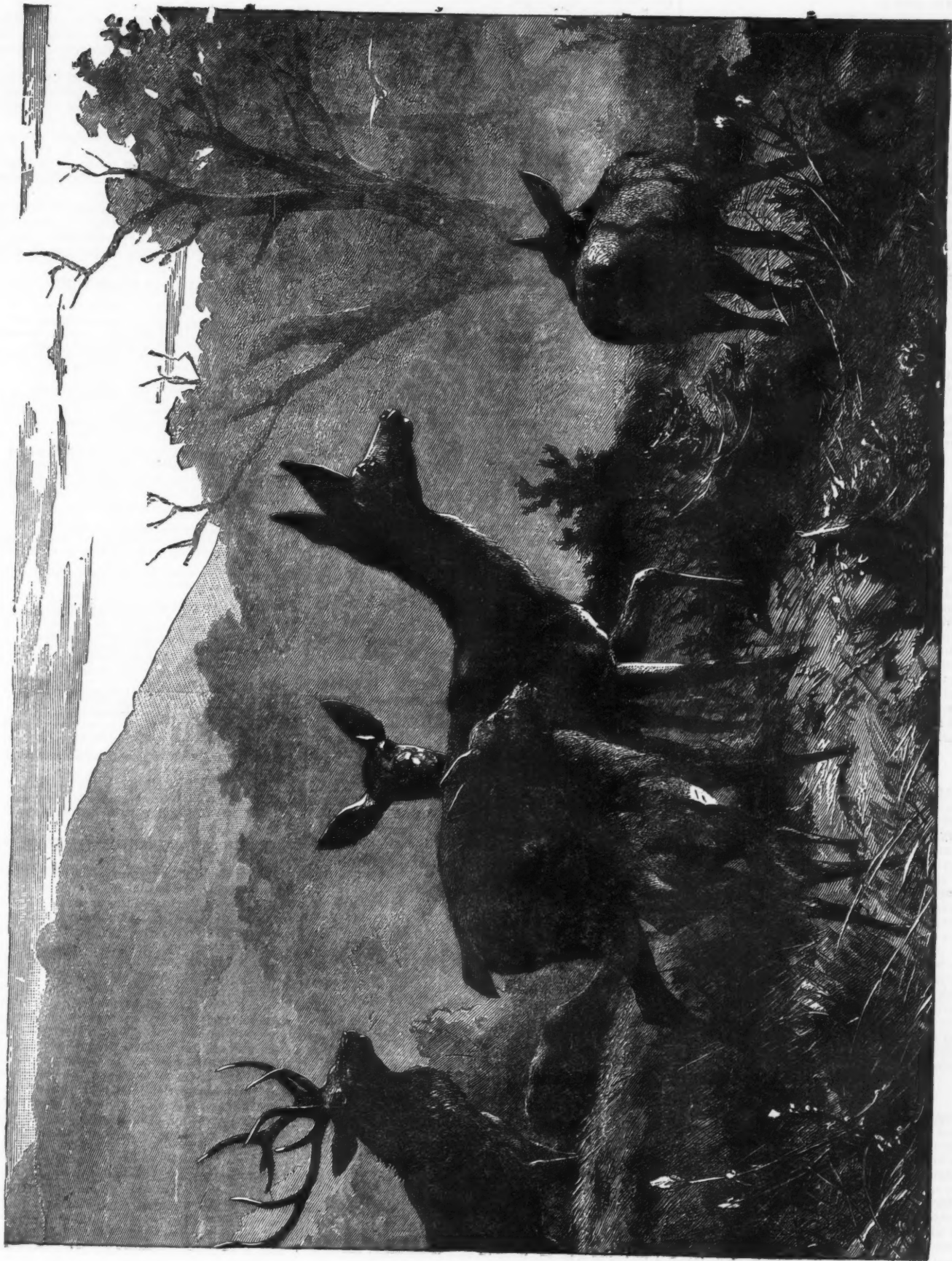
wisely thinks that the numerous books written about Garfield before and after his death supply all present wants and that the standard biography should not appear until the perspective of time has placed his career in its true and permanent relation to the history of the country.

I MADE the journey from Chicago to St. Paul lately with the oldest conductor in the sleeping-car service. His name is Van Buskirk, and he dates back to the original sleepers made by "Uncle Johnny Woodruff" of Philadelphia. Those sleepers had three berths in each section, a lower one, the full width of the seats, a middle one much narrower, and an upper one which was a mere shelf about eighteen inches wide. For the lower berth the price was one dollar; for the middle berth seventy-five cents; and for the upper one, if any passenger could be found to trust himself upon it, fifty cents. There were no sheets or mattresses. Each passenger secured a pillow and a blanket. Van Buskirk gives Woodruff the credit of the first invention of sleeping cars and of all important improvements in them. Pullman's present success was not due to inventive talent, he says, but to business energy and the genius of organization. All the important patents on sleeping-car appliances have expired and there is a growing disposition among railroad companies to purchase and operate sleepers on their own account.

A PHYSICIAN was recently indicted in St. Paul for practicing without a license. It appears that he is a graduate of one of the oldest and best medical colleges in the East, and was refused a license by the State Board because he advertises to cure diseases. The punctilious doctors of the board hold that it is unprofessional for a physician to inform the public that he can effect cures; he should only advertise that he treats diseases. Ordinary mortals suppose that the business of doctors is to cure sick people, but this, it seems, is a mistake. Medicine has been a science for 3,000 years, yet, according to this board it is an indictable offence for a doctor to announce that he can cure any complaint whatever. The next legislature will do well to curb the arbitrary power of the examining board to say who shall practice medicine in the State of Minnesota and who shall not. No other qualification should be imposed than evidence of graduation at a well-known medical school. When other tests are set up professional jealousy will be much more potent with the members of the board than concern for the public welfare.

It is a long time since my occupation gave me anything to do with political observation and political writing. The old habit tries to assert itself occasionally, however. Just now I feel like making the following prediction: The labor movement, encouraged by its remarkable success in casting 67,000 votes for Henry George in New York City, will appear in the field in 1888 as a national party organization and will poll a large vote in the cities. The Democrats will be tempted to coalesce with the labor party, but will finally make up their minds that "there isn't going to be much of a shower," and will renominate Cleveland. Blaine will again be the candidate of the Republicans. The Prohibitionists are on the decline and will not make much of a flurry. At least four fifths of the labor party vote will be drawn from the Democratic ranks. This will give the state of New York to the Republicans and elect Blaine. The questions in Congress and the State Legislatures for many years to come, however, will be those raised by the labor reformers, whose political organization will grow to formidable dimensions before another President is chosen.

In railway building this year Kansas takes the lead. No less than 957 miles of new track have been laid within her limits, on twenty-seven lines. Dakota comes next with 536 miles on thirteen lines—and yet the Democrats in Congress last spring declared that this Territory was not yet fit to be let into the Union as a State. Following closely behind are Nebraska, Texas, Wisconsin and so on throughout the Western and the Middle States, to New York, which has built twenty-nine miles, and to six New England States in which, altogether, only six miles of new road were put down. The inactivity of the Southern States is remarkable.



DEER IN THE YELLOWSTONE NATIONAL PARK.

HOME INTERESTS.

FALLING LEAVES.

[The following lines were suggested by the engraving with the above title in the November number of THE NORTHWEST MAGAZINE:]

The trees are downward flinging
Their leaves, so fondly clinging,
As if with anguish wringing,
Alas! in vain.
The autumn flowers are dying,
The birds are southward flying,
The soft south winds are sighing
Their farewell strain.

The evening sky is glowing;
The rill is gently flowing,
Its narrow current glowing
With fallen leaves,
In somber colors dressing
Its waves, the breeze caressing,
As with a farewell blessing
Its bosom leaves.

A ray of hope is gleaming;
Nature is only dreaming;
And though expired, seeming,
Will wake again.
Sweet flowers, of Eden telling;
Bright streamlets, gently welling,
And woodland love-notes, swelling,
Farewell till then.

J. W. BOXELL.

Woman's Pet Oath.

The study of oaths and expletives is very interesting. We have never yet met a person who was not addicted to the use of oaths, though many people use them unwittingly. The ladies, for example, have a pet oath in the words "dear me;" they think it means "dear I," but it doesn't. "Dear me," is a corruption of *Dio mio*, meaning "my God!"—*Chicago News*.

The Best Underclothing.

Of underclothing, Dr. Wm. A. Hammond says: "Silk is not the best material with which to make underclothes, so far as concerns their health-preserving qualities, whatever may be its advantages so far as beauty and immediate comfort are concerned. The chief object of underclothing is the retention of the natural heat of the body in such a way that low temperatures and sudden changes will not affect the surface. Nothing is in this respect preferable to wool, and of this material all underclothing meant for winter use should be made. In summer a mixture of wool and cotton called merino may be worn. A notion exists that red is a particularly advantageous color to give to the undershirts and drawers worn in very cold weather. There is no foundation in fact for such an idea. Underclothing should be made of white material."

Benefits of Laughter.

Probably there is not the remotest corner or little inlet of the minute blood vessels of the body that does not feel some wavelet from the great convulsion produced by hearty laughter shaking the central man. The blood moves more lively—probably its chemical, electric or vital condition is distinctly modified—it conveys a different impression to all the organs of the body, as it visits them on that particular mystic journey, when the man is laughing, from what it does at other times. And thus it is that a good laugh lengthens a man's life by conveying a distinct and additional stimulus to the vital forces. The time may come when physicians, attending more closely than they do now to the innumerable subtle influences which the soul exerts upon its tenement of clay, shall prescribe to a torpid patient, "so many peals of laughter, to be undergone at such and such a time," just as they do that far more objectionable prescription—a pill or an electric or galvanic shock—*Scientific American*.

Get Out of the Cities

So many people, honest and well-meaning, no doubt, have written to me asking about the countries I travel through that I must beg to answer them all in a lump in the *Times*. For it must be clear to all that if I should attempt to write at length and intelligently to each one I should have time for little else. And besides that, I do not like to advise in such matters, unless I can see my way clear and be very certain of what I am about. But I will venture to advise them to leave the cities.

Get out of the cities and stay out of the cities. The cities of the United States are too big entirely. I mean to say that our population in the cities is fearfully disproportioned to our population in the country.

To say nothing about the cold, clear truth that neither genius nor great judgment ever flourished in a city without first drawing its milk from the country. I beg you to compare England's country population with her city population, and then ours. Take

France if you like it better, or Germany. You will be startled. But I have neither space nor disposition to debate or cry out against this cowardly disposition to hide away in the commercial pork-packing cities of America. But I will say this of New York, a city I know fairly well from some years of residence there: I never saw such ignorant people anywhere on earth as the people of New York. Yes, they read. But what do they read? The papers. And the papers they read are the New York papers. They simply read of themselves—their own sins, their own follies, their own weary and tireless round and repetitions of crimes, set and served as a breakfast dish by the brilliant men of the pens. Get out of that place and stay out of it. Get out of all such places. Get into the country, into the lifted hills if you can.—*Joaquin Miller in the Chicago Times*.

The Man Who Sits.

We are averse to betraying secrets of the editorial floor. But we feel compelled to put before the public the "curious language" and the more curious doings of Mr. Wallace P. Reed, an esteemed member of *The Constitution* staff.

Mr. Reed says: "If you will sit down and stay down you will live forever. It is exercise that wears a man out. The man who sits is the man who lasts." Mr. Reed has long practiced his newly-declared philosophy. He has never been in the Kimball House. Only once in five years has he been in the union depot. It is six years since he saw Whitehall Street; and fifteen since he saw McDonough. He has been to the theater once in four years, and never to baseball.

His home, by the air-line he takes, is 300 yards from the office. Twice a day he walks this. For five years he has not averaged fifty yards a day extra walking. One pair of shoes has lasted him three years. He carries an umbrella always, and never looks beyond its bending rim. One day his umbrella was pushed aside rudely, and looking out he saw a half dozen elephants and some camels crossing his path. He carefully picked his way through the unexpected caravan, and on reaching the office remarked that there must be a circus in town.

Here, then, is the man who sits. For twelve hours every day he sits at his desk; four hours he sits at home. It takes twelve minutes to walk 300 yards four times each day. He sleeps seven and a half hours. His health is perfect. His appetite is keen, his brain clear and his capacity for work remarkable. He is never sick a day or an hour or a minute. He is genial, fresh, bright and does not age a shade. His knowledge of men and things is unusual. The only character in books that perplexes him is "The Wandering Jew." "I cannot understand," he says, "how he lived so long when he was continually moving about," he has never seen Grants Park or Peters Park, and says he will probably never see Whitehall Street again or ever look upon the new capitol.

"I do not care to wear myself out," he says, therefore I sit down. Col. Thompson, who wrote "Major Jones' Courtship," was a man who sat. For years and years he never left his office, except to go, air line, to his home. He saw whole generations of fellows who walk perish of gradual exhaustion, and at something above eighty years, in full possession of his faculties, he smiled placidly at the lumbering young steam-engines-in-breeches, who were at forty running uneven and worn on their joints. The best prescription a doctor can give in nine cases out of ten is "Sit down!" The men who sit are the men who stay; the men who flit are gone in a day. You see that poetry even is not impossible to him who sits!"

Twelve Ways of Injuring the Health.

1. Wearing of thin shoes and stockings on damp nights and in cool rainy weather. Wearing insufficient clothing, especially upon the limbs and extremities.
2. Leading a life of unfeeling, stupid laziness, and keeping the mind in an unnatural state of excitement, by reading trashy novels. Going to the theatres, parties and balls, in all sorts of weather in the thinnest dress; dancing till in a complete perspiration, and then going home without sufficient overgarments, through the cool, damp night air.
3. Sleeping on feather beds in 7x9 bed-rooms, without ventilation at the top of the window; especially with two or more persons in the same small, unventilated bed-room.
4. Surfing on hot and very stimulating dinners; eating in a hurry, without half masticating the food, and eating heartily before going to bed, when the mind and body are exhausted by the toils of the day and the excitement of the evening.
5. Beginning in childhood on strong tea and coffee, and going from one step to another, through chewing and smoking tobacco and drinking intoxicating liquors, and personal abuse, and mental and physical excesses of other kinds.
6. Marrying in haste and getting an uncongenial

companion, and living the remainder of life in mental dissatisfaction, cultivating jealousies and domestic broils, and being always in a mental ferment.

7. Keeping children quiet by giving paregoric and cordials, by teaching them to suck candy, and by supplying them with raisins, nuts and rich cakes; when they are sick by giving them mercury, tartar emetic and arsenic, under the mistaken notion that they are medicines and not irritant poisons.

8. Allowing the love of gain to absorb our minds, so as to leave no time to attend to our health; following an unhealthy occupation, because money can be made by it.

9. Tempting the appetite with bitters and niceties when the stomach says no, and by forcing food into it when nature does not demand, and even rejects it; gormandizing between meals.

10. Contriving to keep a continual worry about something or nothing; giving away to fits of anger.

11. Being irregular in all habits of sleeping; and eating too much, too many kinds of food, and that which is too highly seasoned.

12. Neglecting to take proper care of ourselves, and not applying early for medical advice when disease first appears, but by taking "celebrated" quack medicines to a degree of making a drug shop of the body.

WHAT IT IS TO BE FORTY.

BY L. N. CHAPIN.

To discover a sprinkle of gray in your beard,
And a thinness of crop where the upland is cleared—
To note how you take your slippers and gown,
And hug to the fire when you get home from town—
Ah, that's what it is to be forty.

To find that your shadow has portlier grown,
That your voice has a practical, business-like tone—
That your vision is tricky, which once was so bright,
And a hint of a wrinkle is coming to light—
Ah, that's what it is to be forty.

To find all the dreams of your boyhood dispelled,
And that you have toiled vainly while others excelled;
That your fortune is scanty where others' abounds,
That you're only worth pence, when you should be worth pounds—
Ah, that's what it is to be forty.

A sleigh ride, a party, a dance or a dine;
Why, of course you'll be present, you never decline;
But, alas, there's no invite; you're not "young folks,"
You see.
You're no longer a peach, but a crab-apple tree—
Ah, that's what it is to be forty.

A daughter that grows like a lily, a queen,
And that blooms like a rose in a garden of green,
A dapper young clerk in an ice cream saloon,
Both a dude and a dunce is to carry off soon;
And a boy that is ten, and the pride of your eye,
Is caught smoking vile cigarettes on the sly—
Ah, that's what it is to be forty.

At twenty a man dreams of power and fame;
At thirty his fire has a soberer flame;
At forty he dreams and his visions are o'er,
And he knows and he feels as he ne'er did before—
That a man is a fool till he's forty.

Ah, we're young and we're old, and we're green and we're gray,
And the law of our living is change and decay;
Come, see the lone spot in the Valley of Tears,
Where your baby lies low in the cradle of years,
When no longer on earth he is forty.

TALK WITH A WASHINGTON TERRITORY FARMER.

Few farmers in the country can tell of such wonderful crops as are raised in Washington Territory. It would open the eyes of some of our Eastern farmers to know that with but little labor the owner of a small farm can clear \$500 per acre every year, and more than this when the weather conditions hold good. In a talk with a hop farmer of the White River Valley yesterday, he said: "I raised from 1,600 to 2,000 pounds of hops per acre, on five acres of my land this year, for which I received thirty-five cents per pound. There is a big boom for Washington Territory hops this year. The California crop is a failure, and the Eastern people have come to Puget Sound to get their hops. The crops in the Puyallup and White River valleys have been larger at times than this year, but the quality has never been equalled heretofore. There appears to be more gum in the hops this year than ever before. The cost of raising hops is about seven cents a pound on the average. This includes the curing and packing. We got \$1 per pound for hops in 1882."

The farmer then enthusiastically said that he believed the White River Valley to be the finest piece of land on God's footstool. He had lived there twenty years and the conditions of farming were so superior to the country in the East and South that it was a wonder to him that people did not fairly swarm into the Territory.

"Look at it," he continued, "there are no fierce storms here to sweep over your land and drown out or blow down your crops. There is no thunder and lightning, no great snow storms and no insects to eat up your crops. The winter is short, the summer long and mild, and the intervening seasons pleasant. Why, I would not go back to farming again in Missouri for any consideration."—*Tacoma Telegraph*.

PUGET SOUND TIMBER AND INDIANS.

Correspondence of The Northwest Magazine.

OLYMPIA, WASH. TER., Oct. 24, 1886.

Sombody asks—what kinds of timber and how dense? What a simple question but how difficult to answer plainly. There are pines, two kinds, cedar two kinds, hemlock, spruce and fir; and in swamp lands are also, alder, balm, (looks like cottonwood), willow and maple. That much of the answer is easy enough, the difficulty is, to give the eastern man an idea of the density of the forest of western Washington. The trees are enormous and stand as close as the fingers on my hand, and are 100, 200 and 300 feet high, with scarcely a limb, and tapering so evenly they look like huge needles piercing the sky. The fallen wood, underbrush, logs a thousand years old or more, and other debris, are all found together, run over, screened and made beautiful by moss and ferns, and running streams. Great succulent water plants crowd themselves into view wherever the ferns will let them. There are acres of ferns ten feet high. Ferns are the only weeds in our garden, all this makes the wood dark, labyrinthian, and almost impassable. Hunters are often lost, men never venture alone very far. Uncle Sam has a public park: Why don't he have this for a fernery? and while he's about it—the Sound for an aquarium? We wouldn't catch all the fish for anything.

The climate is delightful, neither very hot nor very cold, the snow which comes about Christmas is usually gone in two weeks, leaving the grass as green as ever, for the grass is green all the year, and daisies and pansies blossom all winter, and what is of more interest to farmers, cattle graze all winter except for a few days when the snow is on the ground. Domestic animals are entirely free from disease; sheep do extremely well. Our farmers would pay more attention to sheep-raising could we have wool factories, for which there is good and abundant water power, and our salmon would not be called "Columbia River salmon" if we had canners on the sound. The salmon are from one to three feet long, and weigh from five to thirty pounds. The eastern angler fond of pursuing the funny tribe, will writhe with impatience when I tell him the mountain rivers are full of speckled trout. There are bears and cougars up in the mountains, but they rarely venture near the towns. Deer are everywhere I believe, and so is the Siwash, that is the Puget Sound Indian.

The Great Father at Washington don't need to worry about Lo! the poor Indian, here. He don't need to send him those nice new blankets, and wagons, and farming implements, to trade for whisky. He had better send them to the poor white settlers, struggling unaided and alone to support his family and open a home on a homestead or claim. Mr. Lo much prefers hunting and fishing and digging clams to the hard work of farming, even with the Great Father's help. The Puget Sound Indians are truly the dirtiest and lowest of human beings; an uncanny growth of these dark, dank, mysterious shores. "They are neither brute nor human, they are ghouls."

The days are getting short and the nights cold. I gathered cucumbers and tomatoes the 20th of October, but I can't do that again this year, for the vines are dying. The frost does not nip in a night, it is so muffled in fog and mist, it kills slowly.

HARRIET D. INMAN.

LEGISLATION FOR THE GRAZING BELT.

From The Rocky Mountain Husbandman, White Sulphur Springs, Mont.

We publish on our first page a very able article from THE NORTHWEST MAGAZINE, in regard to the public domain of the far West, yet we cannot say that we fully coincide with its views. In the first place we see a vast deal more agricultural lands in the "central grazing zone," as our contemporary is pleased to characterize the Rocky Mountain belt, with its adjacent highland plains, than is generally supposed to exist, and are of the opinion that ten years hence will demonstrate that much of the so-called grazing lands of the present day are as fine agricultural land as is to be found in the west, and much of it will, in the not distant future, be peopled with happy homes. If only the government can be induced to inaugurate a system of artesian wells, it is our firm conviction that more than two-thirds of the present area now devoted to the grazing purposes can be brought under profitable cultivation. We know that the soil is unsurpassed, that the seasons are sufficiently long, and see nothing in the way of permanent and extensive farming, save water to irrigate with, and if this can be supplied by means of artesian wells, the whole face of the country may be made to teem with growing crops. Then the whole question is, can artesian wells be made a success in this region, and will the government make sufficient appropriation to supply them?

The experiments thus far tried in Montana have,

in several localities been made a great success, and we believe that sufficient capital will make a flowing well of every one yet attempted. And it will prove vastly better for this region, and for the nation at large, to employ some system that will dot it over with homes, with groves, with orchards, flowering meadows and grain fields, than that it be given up wholly to the pasturage of stock. Were it a fact, as presumed by our excellent contemporary, that all of our farming lands were taken, and that most of the country was fit only for grazing, some system of disposing of it in homesteads to actual settlers would be beneficial. But this seems to us to be a little premature just yet. The propositions to allow every actual settler a section or two of grazing land is by no means a bad one, and would meet with the hearty approval of the people of the west, although it would not do to open these lands to purchase indiscriminately, as they would soon be gobbled up by heavy capitalists. We well understand that the true policy of the government is to people the country as thickly as possible—hence the objection to the system of large homesteads; yet so far as we are concerned, we believe it would be vastly better for all parties to have a reasonable number of well-to-do farmers and stock raisers than a great number who are very poor; and when the farming land is all taken a provision for the homesteading of actual grazing lands would probably work a great deal of benefit. But we are not anxious to see a region so promising for farming, turned over to an exclusive grazing interest, as long as there is hope of redeeming it and placing it in a high state of cultivation.

A PREDICTION FOR TACOMA.

The city of Tacoma has grown like Noah's gourd. But, unlike that pious plant, is destined to continue growing. Thirteen years ago Tacoma was a wilderness of woods, even in 1880 it had only 700 inhabitants. Now (1886) behold an incorporated city with over 8,000 people, well graded streets and sidewalks, sewers, stores, banks, newspapers, school houses, churches and comfortable, if not luxurious homes. Large ocean ships and steamers ply on the Pacific, to and from its safe, commodious and accessible harbor, between Australia, China and Japan, Chili and Peru, and even to ports on the Atlantic seaboard and Europe. The cereals, the canneries, the coal fields and the pineries of Washington Territory, of Oregon and Idaho, furnish these ships with cargoes; and when this new-born babe of commerce becomes, as it must in the near future, still more largely developed, no limit can be placed to its growth or that of its infant sister—the budding goddess of manufactures. With wool, with coal, with iron and other ores, volcanic forges and furnaces will flourish while the pine declines. A great exchange of trade with Australia and the islands of the Pacific, with India, with China and Japan must follow. Within a generation Tacoma will show a commerce in America only second to New York. It needs no booming progress.—James Whitman in the American Field.

NORTHERN PACIFIC RAILROAD COMPANY.

APPROXIMATE GROSS EARNINGS FOR MONTH OF OCTOBER.

	1885.	1886.
Miles: Main Line and Branches...	2,691	2,799.5
Month of Oct.....	\$1,522,285.45	\$1,487,144.00
July 1 to Oct 30....	4,718,540.95	5,186,200.18
		467,659.23 Inc.
		R. L. BELKNAP, Treasurer.

FOOTE & FRENCH,
BANKERS
—AND—
DEALERS IN GOVERNMENT BONDS
OFFER FOR SALE

Northern Pacific R. R. Co.
Gen Mortgage and Land Grant Gold 6 per cent bonds, due 1921
Northern Pacific R. R. Co.
Pend d'Oreille Div. First Mortgage 6 per cent bonds, due 1919
Northern Pacific R. R. Co.
Dividend bonds, 6 per cent annually, due 1888.

ALSO DEALERS IN OTHER CONSERVATIVE INVESTMENT SECURITIES.

48 Congress Street,
BOSTON, MASS.

J. M. STEELE,
TACOMA, W. T.,
Real Estate Agent & Loan Broker.

Money loaned for Eastern parties, on the best of Real Estate Security, at ten per cent interest on three and five years' time, interest paid semi-annually. Farm, Timber and Town property, to suit purchasers, for sale.

OFFICE—First Door South of Central Hotel.

MONTHLY REVIEW OF THE WHEAT MARKET.

OFFICE OF THE NORTHWEST MAGAZINE, }
MINNEAPOLIS, NOV. 25, 1886. }

The past month has been entirely devoid of excitement, so far as the wheat market is concerned, and as a result of light fluctuations and general lack of confidence, speculative trading has been dull and listless. The movement has been large, receipts and shipments being greater than for any similar period in the past, and the enormous totals reached would have been larger had not lack of rolling stock, inadequate terminal facilities, and heavy snows interfered. A great deal of interest has been manifested in the subject of the size of the Minnesota and Dakota wheat crops for 1886, not only here but elsewhere. The agricultural bureau makes the total 62,000,000 bushels, but the movement thus far recorded, the stocks in elevators, and careful estimates of what is held by farmers indicate that the crop was ten to fifteen million bushels larger than this; some statistics making the total 90,000,000 bushels, allowing 55,000,000 for Minnesota and 35,000,000 for Dakota. If this be correct, then it cannot be denied that the world's wheat supply, crop of 1886, is almost exactly equal to the world's requirements. This being true, there is no reason for materially higher prices, unless serious disasters threaten growing crops in the countries which harvest early in 1887, as well as the winter wheat crop in this country.

The fluctuations in the local market have been within range of two cents for the month. The range of prices for the month was as follows:

	Highest.	Lowest.	Closing.	Year ago.
No. 1 hard.....	72½	71¼	72	87
No. 1 Northern.....	70¼	69¼	70	83¼
No. 2 Northern.....	68¾	67¾	68	77

Futures were equally dull and inactive; December 1 hard closing at 72½c., and May at 79½c.; December 1 Northern closed at 70½c. and May at 77½c.

FLOUR.—There has been a marked improvement in the general condition of the flour market during the month, though prices are not materially higher, the difference representing the increase in cost of transportation, due to the closing of the lake lines. The vast stocks of consigned flour which have burdened foreign markets for two years past have been well cleaned up, and the export business is now in good condition to meet any changes which may occur in prices. The local mills made a very heavy output until the heavy storm and the cold snap, together with accidents affecting the water supply, shut off the power, compelling idleness on the part of those mills not supplied with steam. The river is very low and the production for the winter is likely to average very light.

Quotations at the mills for carloads or round lots are: Patents, \$4.20 @ 4.40; straights, \$4 @ 4.20; first bakers, \$3.40 @ 3.60; second bakers, \$2.80 @ 3.00; best low grades, \$1.70 @ 1.90; red dog, \$1.30 @ 1.40, in bags.

These quotations are on flour in barrels, except as stated. The rule is to discount 25c per bbl for 280 and 140 lb. bags, 20c for 98lb. cotton sacks, 15c for 49lb cotton sacks, 10c for 24½lb cotton sacks and 20c for 49lb paper sacks. In half barrels, the extra charge is 30c per bbl.

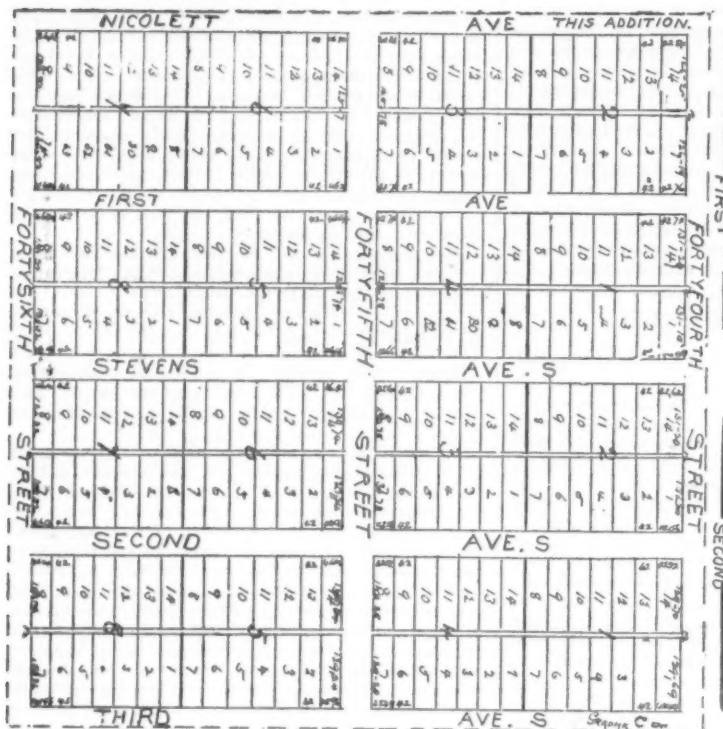
PRICES OF LEADING NORTHWESTERN STOCKS.

Messrs. Gold, Barbour & Swords, 18 Wall Street, New York, report the following closing quotations of miscellaneous securities, November 24:

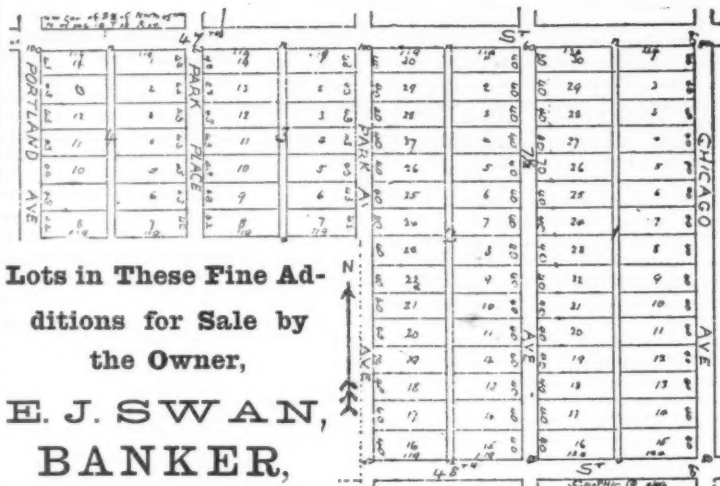
	Bid.	Asked.
Northern Pacific, common.....	28½	28¾
" " preferred.....	60¾	61¾
" " 2d Mortgage Bonds 116½	116½	116¾
" " 2d " " 102½	102½	103
" " Missouri " " 102	102	103
" " P.d'Oreille Div. " 102	102	103
" " Dividend Certificates 98½	98½	99
St. Paul & Duluth, common.....	63½	63¾
" " preferred.....	111½	112
" " 1st bonds.....	—	—
Oregon & Transcontinental.....	35½	35¾
" " bonds 1922 101½	101½	102
Oregon Railway & Navigation.....	105½	106
" " 1st bonds 110¾	110¾	111
" " Deb. 7's.....	—	—
" " Cons Mgtge 5's 106½	106½	107
St. Paul & Northern Pacific 1st's.....	119½	120 & int.
Northern Pacific Terminals.....	105¾	106
Oregon Improvement Co.....	32	33
" " 1st bonds.....	98	99½
James River Valley " " 108	108	110
Spokane & Palouse " " 104	104	105
Chicago, St. P., Mpls & Omaha, com. 53	53	53½
do preferred.....	114½	115½
Chicago & Northwestern, common.....	119½	119¾
do preferred.....	141	141½
Chicago, Milwaukee & St. Paul, com. 98½	98½	99¾
do preferred.....	119¾	120¾
Milwaukee, Lake S. & Western, com. 63½	63½	63¾
do preferred.....	95½	96
Mpls & St. Louis, common.....	22¼	22½
do preferred.....	49	49½
St. Paul, Minneapolis & Manitoba.....	118	118½

A current advertisement in a Seattle paper reads as follows: "Whereas, I have left my wife and her board; whereas, I have become attached to another and more attractive woman, I hereby give warning to the public that I will in future pay my own bills without any assistance from her whatever."

TURNER & WARNOCK'S First & Second Addition —TO— Minneapolis, Minn.



BELMONT PARK ADDITION to Minneapolis, Minn.



Lots in These Fine Ad-
ditions for Sale by
the Owner,
E. J. SWAN,
BANKER,

And Dealer in Conservative Investment Securities,
Real Estate, Merchandise and Bonds.

Rooms, 8 and 9 Loan and Trust Building, 313 &
315 Nicollet Avenue, Minneapolis, Minn.

1886! THE most successful and prosperous year in REAL ESTATE, BUILDING transactions, and volumes of MERCANTILE business, in the HISTORY OF MINNEAPOLIS. Enormous sums of money have been expended in grading and paving streets, while millions have been invested in business blocks and other magnificent buildings of the most modern and artistic designs. Real estate is advancing, and why? Because of the marvelous growth of her population, her great demand for homes and continual inquiry for business and manufacturing sites. MY REAL ESTATE TRANSACTIONS ALONE this year aggregate over a MILLION AND A HALF, and will reach over TWO MILLION OF DOLLARS before JANUARY, 1887. Early last spring, I purchased and platted Swan's 1st addition to Minneapolis, situated on 11th Avenue South, and 31st Streets, and built five residence thereon; every lot has long since been sold, and are now held by the purchasers at more than double the value. After disposing of my 1st addition, it occurred to me that the better class of purchasers were all going in that direction; happy thought! I saw at once the need of 1st-class SUBURBAN HOME PROPERTY, the result of which has been, FIRST: The purchase of SWAN'S 2nd ADDITION, a beautiful tract of 40 acres, fronting on NICOLLET and PLEASANT AVENUES. This splendid property was platted eight weeks ago in 208 lots. I at once made contracts for several handsome homes, two of which were sold before completion for \$6,500 each,

and at this writing there are but 42 lots out of the 208 remaining unsold. SECOND: Adjoining this property, fronting on NICOLLET and THIRD AVENUES is the TURNER AND WARNOCK ADDITION, of 224 lots; and THIRD: The BELMONT PARK ADDITION of 88 lots, fronting on CHICAGO and PORTLAND AVENUES, with Park Avenue running through. These lots are located on the MAIN AVENUES OF THE CITY and are my choice over all other properties, and secured by me after long and tedious negotiations. These three additions being virtually one large tract under my ownership and control, I intend to make the property second to none for lovely SUBURBAN HOMES and ELEGANT RESIDENCES. The lots are LARGE, HIGH and DRY, BEST of WATER, and none other than FIRST-CLASS IMPROVEMENTS will be allowed. They are delightfully situated, convenient to LAKES, MINNEHAHA FALLS and PROPOSED STATE PARK, adjoining the beautiful WASHBURN HOME, and connecting with the PICTURESQUE BOULEVARD DRIVES OF THE LAKE HARRIETT and Minnehaha system, which, when lined on either side with luxuriant shade trees, will be at once attractive and the most popular driving streets of the city. The NEW MOTOR LINE will run through this property—the line to be built and equipped with the LATEST APPLIANCES, with a view to COMFORT of PASSENGERS and RAPID TRANSIT;

FARE, 5 CENTS, while a carriage drive of 20 minutes, will bring you to the Post-office. INVEST YOUR MONEY IN THESE LOTS AND IT WILL DOUBLE IN A YEAR. Contracts are now out for several fine houses and plans are maturing for others to cost from \$8,000 to \$12,000 each, with two and three acres each for lawns. If you want a house in a first-class neighborhood, with delightful surroundings, and rapid transit, at small cost, purchase either in SWAN'S 2nd, TURNER & WARNOCK'S or BELMONT PARK ADDITION to Minneapolis. I will make prices low for cash; reasonable terms to all; small payment down, balance on time to suit.

E. J. SWAN.

HEADQUARTERS FOR

Dakota, Minnesota, Nebraska and Kansas farm or wild lands, pine lands, or Minneapolis property.

Lots! Lots! Do you want lots there is money in?

Lots! Lots! Do you want lots to build on?

Acres! Acres! Do you want acres for platting?

Farm Lands! Do you want to buy or sell a farm?

Merchandise! Have you a nice clean stock of Merchandise to offer? If so, I have a long list of properties to offer in exchange, and it will be money in your pocket to write or see me in person, ROOMS, 8 and 9 LOAN & TRUST BUILDING, MINNEAPOLIS, MINN.

St. Paul Advertisements.

REAL ESTATE.

CITY PROPERTY A SPECIALTY.

MONEY TO LOAN.

E. S. NORTON,

National German American Bank Building,

Collection of Rents and care of
Property for Non-residents.

ST. PAUL, MINN.

ROGERS, WILLIS & CO.,

Successors to WILSON & ROGERS,

Robert Street, bet. Third and Fourth Streets,

ST. PAUL.

ENGINES, BOILERS AND STEAM PUMPS

Hand Pumps, Iron and Wood Pipe,

And Fittings for Steam, Gas and Water.

H. P. RUGG & CO.,

ST. PAUL: 318 Sibley Street.

RUGG, FULLER & CO.,

MINNEAPOLIS: 127 & 129 S. First St.

Pumps, Pipe, Mill and Rail-
way Supplies.J. H. SANDERS,
President.F. A. HEATH,
Vice President.H. D. MATHEWS,
Sec'y and Treas.

THE NORTHWESTERN LIME CO.,

MANUFACTURERS' AGENTS

Foreign and American Cements,

Lime, Plaster, Hair, Fire Brick, Clay, Tile, &c., &c.

Car Load Lots Prices made, delivered at any point.

WAREHOUSE, NOS. 71 AND 72 LOWER LEVEE,

OFFICE, 170 EAST THIRD STREET,

ST. PAUL, MINN.

NOYES BROS' & CUTLER,

IMPORTERS

—AND—

WHOLESALE DRUGGISTS,

ST. PAUL, MINNESOTA.

FAIRBANKS' SCALES,

ECLIPSE WIND MILLS,

TANKS, PUMPS, PIPE, Etc.

The Best Goods in the Market.

FAIRBANKS, MORSE & CO.

371 and 373 Sibley St., St. Paul, Minn.

HAGER & CO.,

REAL ESTATE,

National German American Bank Building,

ST. PAUL, - - - MINN.

MERCHANTS HOTEL,

A. ALLEN, Proprietor.



ST. PAUL, - - - MINN.

One of the Largest Hotels in the State. Steam Elevators and
all Modern Improvements.Special Rates to Excursion Parties. One Block from Union
Depot and Steamboat Landing.

Minnesota Type Foundry Co.,

ST. PAUL, MINN.,

Manufacturers and Dealers in

Printers' Supplies!

ELECTROTYPERS and STEREOTYPERS.

ESTABLISHED 1860.

BOHN MANUFACTURING CO.

Sash, Doors, Blinds, Mouldings, Stair Work
and Building Material,

PINE AND HARD WOOD LUMBER.

WINONA, MINN.

Branch Office and Cor. Sixth and Wauconta Sts.,
Warehouse, ST. PAUL, MINN.ST. PAUL FIRE AND MARINE
INSURANCE COMPANY.

20 YEARS OF SUCCESSFUL UNDERWRITING.

INSURES AGAINST

FIRE, LIGHTNING, HAIL and TORNADOES,
and INLAND NAVIGATION.

CASH ASSETS JAN. 1, 1886, \$1,261,829.33.

C. H. BIGHLOW,
President.G. B. GILBERT,
Secretary.W. S. TIMBERLAKE,
Treasurer.

P. H. KELLY MERCANTILE CO.,

Successors to P. H. KELLY & CO.,

WHOLESALE GROCERS,

—IMPORTERS OF—

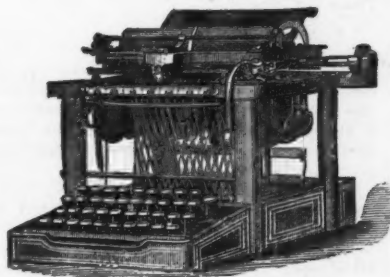
TEAS AND COFFEES,

Established 1854,
April, '82—cu.

ST. PAUL, MINN.

"I advise parents to have all their boys and girls taught shorthand writing and type-writing. A shorthand
writer who can typewrite his notes, would be safer from poverty than a great Greek scholar."—CHARLES READE, on
"THE COMING MAN."

REMINGTON TYPE-WRITERS.

These machines have become an
absolute necessity and the man who
persists in using a pen when a Type-
Writer could be used is not wise.They are manufactured as well as
sold by WYCKOFF, SEAMANS &
BENEDICT.

BRANCH OFFICES:

116 East Third Street, St. Paul.
3-7 Nicollet Avenue, Minneapolis.A BIG OFFER. To introduce them, we will GIVE
Machines. AWAY 1,000 Self-operating Washing
Machines. If you want one send us your name, P.
O. and express office at once. THE NATIONAL CO.,
23 Day St., N. Y.WE WANT YOU! a live energetic man
or woman needing
profitable employment to represent us in every
county. Salary \$75 per month and expenses, or a
large commission on sales if preferred. Goods staple.
Every one buys. Outfit and particulars Free.
STANDARD SILVERWARE CO., BOSTON, MASS.

NORTHWESTERN PROGRESS.

Wisconsin.

FATTENING RANGE CATTLE AT SUPERIOR.—The fact that it pays to feed cattle is abundantly demonstrated in the case of the Powder River Cattle Company. For several years they have been running large feeding pens at Superior, Wisconsin, and they state that it nets them from \$10 to \$12 on every animal they have fed. This makes a splendid margin and applies to all classes of cattle not in the very best condition. The feed consists principally of wheat screenings, ground and boiled. Oat straw and prairie hay are also fed. The animals are tied in rows in large barns and are seldom liberated before being sent to market.

RAPID DEVELOPMENT OF THE GOGEBIC IRON DISTRICT.—Wm. Hosea Ballou said lately to a Duluth *News* reporter: "Fifteen months ago there was not a railroad, not a tree fallen by the hand of man in all that vast stretch of country known as the 'New Wisconsin.' Today there are 15,000 bona fide settlers in that section, forty mines have been opened up and are now in operation and have produced for their first season's work 750,000 tons of iron ore. The Milwaukee, Lake Shore & Western, through mere pluck, and before it was known what hidden treasures lay beneath the rugged rocks of this region, put through its line. Now the Wisconsin Central is building a line parallel to it. Along the Gogebic range is almost a solid wall of houses, tents and mining shafts for six miles, and more or less scattering for twenty miles. It is built right up in the forests, the people having had no time to fell the trees about their houses. Three cities have sprung up—Wakefield, of 1,000 inhabitants; Bessemer, of 1,500, and Hurley of 2,000. They offer lots full of stumps, logs and brush heaps at highest prices. This is the result of a cyclone which overturned a few trees above Bessemer and revealed to Capt. N. D. Moore the hidden wealth of ages. I regard this deposit of ore as unlimited. Its quality is fully up to and beyond the Bessemer limit, and is so soft that it crumbles in one's hands."

Minnesota.

THE track of the Duluth & Iron Range Railroad is rapidly approaching Duluth. The company expect to build a substantial iron bridge over Chester Creek.

THE granite quarries on the line of the Duluth & Iron Range are rapidly being placed in a state of production. Camps are being built and stripping commenced, each side of the road. Granite works are to be erected at Two Harbors, which will probably employ 200 men.—*Duluth Tribune*.

A PICTURESQUE RAILROAD.—The Lake Shore division of the Duluth & Iron Range promises to form the most picturesque line of railroad in Minnesota, or in fact in the entire Northwest. From the time one boards the train at Agate Bay, the majestic Mediterranean of the western hemisphere is never lost sight of, and aside from this great attraction there are numerous other points of interest to the tourist along the line. The trip to Two Harbors will be none the less a popular recreation on the Duluth & Iron Range than it has been by boat.—*Duluth Tribune*.

THE SOUTH SHORE ROUTE.—Gen. J. H. Hammond's project for a through route from Duluth to the East by way of the south shore of Lake Superior, has assumed a definite shape and a syndicate has been formed in New York to build the gaps in the line and buy or lease existing roads forming a part of it. The syndicate has purchased the Detroit, Mackinac & Marquette, and the Marquette, Houghton & Ontonagon roads. The lines of these companies and the Northern Pacific will be used for a distance of 300 miles, leaving the syndicate less than 200 miles to build to have a continuous line of road from Duluth to the Sault Ste. Marie. At the Sault connection will be made with the Canadian Pacific, Grand Trunk and a new road known as the Brockville, Westport & Sault Ste. Marie. None of these roads as yet reach the Sault, but all are now building that way. The last-named road will run from Brockville, on the St. Lawrence, to the Sault, a distance of 467 miles.

BUILDING OPERATIONS IN DULUTH.—A drive about the different streets of Duluth would surprise even the residents of the Zenith City. Take the East End for instance, there have been erected over forty houses and each one of them are handsome in architecture and peculiarly constructed for comfort and convenience. Nearly all of the structures are completed and the owners are moving into them for the winter. Rice's Point has had her share of building, having erected in the neighborhood of 100 buildings during the last summer. Then there is Superior Street on which there has been built numerous stores and blocks from one to four stories high. The many side streets also show much improvement in the way of new blocks. The dock property has undergone a wonderful change during the last six months in the way of costly work and mammoth building. There has been expended during the last year for buildings and improve-

ments (to say nothing of the city work) not less than \$2,000,000. It is gratifying to know that the work does not end this year, as numerous large structures have been started which will be completed in 1887. The architects all report an unusual amount of work for this time of the year. They predict that the building operations in Duluth next year will exceed any previous season and this judgment is only based on what is contemplated at this time. The demand is so great for elevator capacity, storage room, business locations and tenable houses that work will be continued all winter in order to satisfy the wants of this fast growing, important city of the west.—*Duluth Herald*.

Dakota.

WAHPETON has built twenty-five new residences and several business houses during the season.

LA MOURE won in the county-seat fight at the recent election and the county offices have been removed there from Grand Rapids.

A COAL vein near Dickinson was opened recently and the coal put on the market. The *Press* says: "Experts pronounce this coal superior to any yet discovered and as the vein is about twelve feet thick the cost of mining will be reduced to the lowest possible figure, and the gentlemen who are going into this enterprise will undoubtedly make it a success, thus adding another important industry to our enterprises. We predict that Dickinson coal is soon to be the popular fuel throughout North Dakota and eastern Montana."

THE Southeastern Dakota is the name of a new company organized to build a line of road which will be to all intents and purposes a branch of the Northern Pacific. The list of incorporators and directors is headed by Robert Harris, President of the Northern Pacific. The new line is to leave the Northern Pacific, Fergus Falls & Black Hills branch of the Northern Pacific at Fairview, and run south through Richland, Roberts, Grant and Codington counties to Watertown. Some work from the northern terminus southward will be done this year, but the exact quantity has not yet been determined. The length of the new line will be about 100 miles.

Montana.

THE vegetable crop throughout the Basin is very fair notwithstanding the drouth. We have seen cabbage heads in the past week that wouldn't go into a barrel, and potatoes that would hang over the edge of a keg. The Judith Basin takes the blue ribbon in vegetables.—*Leicester Argus*.

PROGRESS OF THE MANITOBA ROAD.—Col. C. A. Broadwater, President of the Montana Central, said recently to a Helena *Independent* reporter: "As to the Manitoba extension into Montana, it is advancing rapidly, and this autumn the rails will be laid to the Montana line. There a depot will be established, and throughout the winter oak ties and iron will be hauled there and piled ready to prosecute work in the spring—enough ties to cover the grade to Great Falls (to which point we have arrangements made for ties from this end) and iron enough to bring the track into Helena. Without any ifs, ands, doubts or conditions whatsoever, you can tell your readers that Manitoba trains will be running into Helena on or before October 1st, 1887."

THOMPSON FALLS.—A visit to Thompson Falls last week found the business men enjoying a good trade and cheerful as to the outlook. Nearly all are doing more business this year than last, and the development of mines not many miles distant promises to make the place a town of much more importance than it is now. The amount of freight received there is immense, and there is every reason to believe that the shipping of ore from the Falls will soon develop into a large business. The business men are a liberal class and are determined to do everything in their power to advance the interests of the place. They have recently subscribed money to open a trail to the Libby Creek mines and are fully alive to the importance of assisting every legitimate enterprise.—*Missoula Times*.

Idaho.

TRACK-LAYING has been completed on railroad from Coeur d'Alene City to junction of Northern Pacific main line. The line is to be built up the south fork of Coeur d'Alene River next year to the mines at Wardner. Lake navigation will connect the two sections of the road.

FROM THE COEUR D'ALENE MINES.—W. P. Pinkston and Frank Allen arrived in St. Paul lately from Idaho. They had something to say about the Coeur d'Alene country, with which they are familiar. The most interesting bit of news they brought from that section is the fact that a syndicate headed by Dennis Ryan of St. Paul has recently purchased the Hunter Mine on "Nigger Prairie," about thirty-five miles from Murray, for \$70,000. The syndicate has already begun to put in machinery for the development of the property. The gentlemen, who are themselves learned in mining matters, regard this as a very fine property. There is a great deal of ore in sight,

they say, and the outlook for the enterprise very promising. The Idaho Mining and Milling Company, they say, are developing their property rapidly. They have just put in a new fifty-stamp mill and have enough ore in sight to keep the mill going for two years. The property yields \$13 to the ton. The Louisville syndicate owning the Golden King Mine have put in a ten-stamp mill. This property is yielding \$20 to \$30 to the ton. The Golden Chest Company has doubled the capacity of its mill, which is now a twenty-stamp plant. The gentlemen say there is a good deal of placer mining being carried on in the Coeur d'Alene country, notwithstanding the general impression to the contrary. Hussey Bros., bankers at Murray, had informed them that they have handled \$600,000 of placer gold this season. A nugget was recently taken out of Myrtle gulch worth \$365, and the output of the Myrtle claim had been over \$200,000.

Oregon.

REMARKABLE SHIPMENT OF APPLES.—Wednesday the well known and enterprising wholesale house of F. H. Page & Co. shipped to one of their customers in Helena, Montana, five car loads of Oregon apples. As the train stood in the O. R. & N. yards, near Ainsworth wharf, the fruit cars properly labeled, it was photographed. The shipment, which equals 2,225 boxes, is probably the largest ever made from Oregon, and from one house to another single house in one day, indicates a volume of trade which few outside of business circles appreciate. The large trade this house has enjoyed in green fruit this season is due to the choice stock they have packed and the pains they have taken in selecting for shipment nothing but the best fruit grown in Oregon.—*Portland Oregonian*.

Washington Territory.

A WEEKLY newspaper has been started at Aberdeen, Chehalis County, called the *Herald*. The editor is Harford C. Telfer.

THE seines of a single fisherman, near Tacoma, recently landed no less than 18,000 salmon. Several hauls were made, the highest single one being 5,390.

A FREE READING ROOM IN SEATTLE.—The enterprising firm of H. H. Dearborn & Co., are erecting in Seattle a handsome building for their bank, in which they propose to open a free reading room.

THE Whatcom Recville predicts that within eight months from date 5,000 men will be at work actively engaged in clearing, grading and constructing three lines of projected railways leading from Bellingham Bay to the interior coal and iron fields and to the two terminal points of the Canadian Pacific and Northern Pacific respectively.

THE Big Skookum Railroad Company are pushing their road into the dense forests with vigor. They are now "swamping" an additional nine miles of right-of-way, which will bring them to a large lake which has a shore line of six or eight miles, and the company estimates that they can put into the lake 100,000,000 feet of logs. This railroad taps probably the finest belt of undisturbed timber in the Territory.—*Olympia News Transcript*.

A REMARKABLE SOIL.—The extraordinary richness of the soil in the Okanogan vicinity of the Big Bend is evidenced in the great depth of the soil. In some places the soil is as much as fifty feet deep and from that to thirty and twenty feet in general. This fact has been discovered in the process of digging wells. The soil, to all appearances, is the same at twenty feet that it is nearer the surface. To this, no doubt, is attributable the wonderful drouth which the country will endure and raise crops. It is the deepest soil that has come under our observation.—*Ellensburg Localizer*.

WALLA WALLA TAKING A NEW START.—After a long season of hard times, the city of Walla Walla is picking up again and in the wholesomer later development of the Columbia River basin, is reassuming the position which she held before the days of the railroads. Her population is increasing, her trade is growing and her finances, as shown by the deposits in the local banks, are in sound condition. The railroads, through which so many benefits were expected, robbed Walla Walla (for a time) of much of her business and changed her status from a district center to a mere local center. The transcontinental road passes here on two sides and the local road makes its terminus at a point forty miles farther east. The city even yet is literally fenced in as against immigration and (as the trains run) against any but local trade. But under all these disadvantages the place is not only holding its own, but gaining. The strength of its situation as the natural center and business point of a great district, supported by her considerable capital and an active spirit of enterprise, has overcome the artificial disadvantages following the slight suffered at the hands of the railroad builders. The importance of Walla Walla's situation and her strong position as a business center is proved by the fact that the railroads which at first passed her by, are now reaching out for her. The Blue Mountain branch of the O. R. & N. will soon be completed, and will make a direct connection with the main line at Pendleton. The Northern Pacific now sees its mistake in taking the northern route instead of the direct eastern route through the Walla Walla country and out through the Clearwater Pass, and is preparing to enter the district south of Snake River with a branch. For these lines and others contemplated, Walla Walla is the natural objective point, and she is certain to be greatly benefited by their construction.—*Portland Oregonian*.

WILDWOOD PARK ASSOCIATION.

Attention is called to the advertisement sale now in progress of the Wildwood Park Association, land at White Bear Lake, in which they offer a portion of their very desirable property at the low price of \$70 per lot, of which \$20 is payable in cash, and the balance on or about the first day of July, 1887, without interest. This association is the owner of about 2,100 acres of land along the east and north shore of White Bear Lake, including that delightful spot, Wildwood Park, the peninsula projecting from the northerly shore of the lake towards the island. This beautiful spot has been carefully laid out and the streets well graded, and it only requires the erection of a few handsome cottages to immediately become one of the most desirable places as a summer resort on the lake, being within easy reach of both Dellwood and Mahtomedi station on the Stillwater Branch of the St. Paul & Duluth Railroad and less than a mile and a half across the lake to Cottage Park Station on the main line of the same road.

For the purpose of more rapidly developing this property, the association has placed one-half of its lands including the peninsula and above 900 acres lying north of and adjoining the St. Paul & Duluth Railroad and surrounding Echo and Pine Tree Lakes, in the market at prices as above stated—the sale being made without locating the particular lot sold—it being intended that the choosing of lots shall be arranged by a committee of the owners, so that each purchaser shall have an equal opportunity and a fair chance to obtain the best locations, many of which are worth \$500 per lot.

The lands set aside for this purpose are sufficient to enable the association to make every lot worth more than the prices asked for the best, the more distant lots being made larger and not including any lands except those which will make desirable building spots, it being the intention to include only the best and all of the best land lying within the tract described in the contract, which tract includes one-half more land than is necessary to complete the sale. In accordance with the terms of the contracts only \$20 is paid for the privilege of a choice and the balance of the payment being entirely at the option of the purchaser, it is incumbent upon the association that each purchaser should be perfectly satisfied with the lot chosen, and with this end in view the association has engaged Messrs. Potts and Wilson to carefully survey the lands and locate all lakes, hills, ravines and low places before subdividing into lots, that the subdivision may be done to the best advantage possible.

As a guarantee that the choice of lots shall be fair and that each contract owner shall have an equal chance of choosing the best lot, it has been arranged that the details and management of the selection of lots will be placed in the hands of a committee of holders of contracts, to be appointed by a meeting of all parties interested, which will be held in this city in the latter part of April or first of May next.

The sale of these lands will be controlled by the following well-known real estate men of St. Paul:

W. P. HILLIARD,	STONE & MORTON,
A. B. WILGUS & Co.,	E. RICE JR.,
D. H. MICHAUD,	RUSH B. WHEELER,
HARRISON & HANDY,	WALL & ARMSTRONG,
E. S. NORTON,	J. FAIRCHILD & Co.,
SOMERS & SACHE,	BACON & COLEMAN,
SMITH & TAYLOR,	LAWTON BROS.,
THE DAVIDSON CO.	

E. R. WELLS, ALFRED DICKEY, C. P. SMITH
Pres. Vice Pres. Sec.

THE NORTH DAKOTA LOAN & TRUST CO.

Jamestown, Dakota.

DEALERS IN

FIRST-CLASS WESTERN SECURITIES,

OFFER FOR SALE

SCHOOL TOWNSHIP BONDS

Netting seven per cent, semi-annual interest, payable in New York or Boston,

COUNTY BONDS

To net six and one-half per cent,

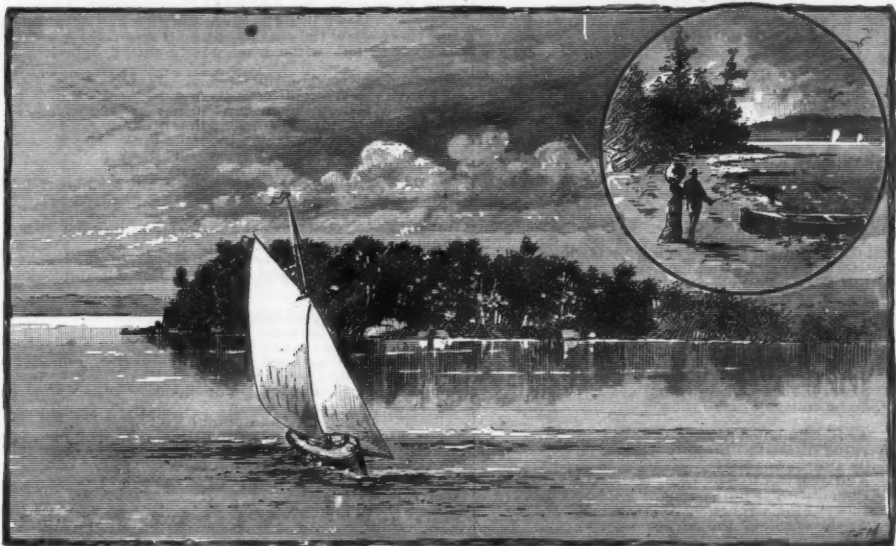
COUNTY WARRANTS

To net ten per cent,

FARM MORTGAGES,

With coupon bonds, payable at the American Exchange National Bank, New York. Interest seven per cent, semi-annually, guaranteed by the company.

We invite correspondence with LARGE and SMALL INVESTORS and REFER BY PERMISSION to the American Exchange National Bank, New York; First National Bank, Chicago; Merchants National Bank, St. Paul; and hundreds of others on application.



WHITE BEAR LAKE.—WILDWOOD PARK PENINSULA.

Somers & Sache, Real Estate —AND— Financial Ag'ts.

Investments Made and Money Loaned
for Non-residents.

West Side Property a Specialty!

Agents for St. Paul Homestead Co.,
AND
Wildwood Park Association.

100 Dakota Ave., ST. PAUL.

ST. ANTHONY PARK

(ADDITION TO ST. PAUL.)

On St. Paul, Minneapolis & Manitoba Railway
Short Line and Northern Pacific Railroad.

3 1-2 Miles from Union Depot, MINNEAPOLIS.

6 1-2 Miles from Union Depot, ST. PAUL.

BEAUTIFUL WOODED GROUNDS, GRADED
STREETS, RESERVATIONS FOR PUBLIC
PARKS, TWO RAILROAD STATIONS,
AND A GRADED PUBLIC SCHOOL,

Combine to make this the most desirable residence section in
the inter-urban district. Lots sold on favorable terms. For
plans and further particulars call on or address

CHAS. H. PRATT,

Minn. Loan & Trust Co.'s Building, MINNEAPOLIS, Or

GEORGE H. McCAMMON,

317 Jackson Street,

St. Paul, - - Minn.,

—OR TO—

F. W. PICKARD, at St. Anthony Park.

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AMERICAN CYCLOPÆDIA,

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SPECIMEN PAGES FREE.

A pamphlet containing a large number of specimen pages, maps and engravings, methods of treatment, names of editors, revisers and contributors, together with full information as to prices and terms of payment, sent to any address.

E. E. VAN AUKEN,

637 Cedar Street,

ST. PAUL, - - - MINN.

BEN DEENE, ENGINEER.

BY GEORGE R. BLANCHARD, EX-VICE-PRESIDENT OF THE
ERIE RAILROAD.

The Pacific Express,
Dashing into the West,
Should have left "Mountain Junction" at half past eight.
But with pushing and switching a crippled night freight,
She was an hour late.

There were thirteen cars in the train, all told—
Two express, one baggage, one mail and the pay car,
The other eight made up of sleepers and day cars,
And all of them filled.
The schedule was fast,
The night was steel cold,
The unscabbarded moon with its scimeter blade
And the glittering daggers that flashed from the stars,
Cut the air into blasts.

As sharp as wolves' teeth, or like flying glass.

They chilled the great boiler
Of the racer and toiler,
Stanch old "89."
And though her engineer was the best on the line,
(Long-bearded Ben Deene),
She wouldn't make steam,
So he couldn't make time.

As if maddened at this,
Her every valve seemed to humbly whine
Or alternately hiss,
And every gauge
Boiled with scalding rage.

A passionate writhing wrenched all her nerves

As she clutched the curves.
Her maddened wheels shrieked and piercingly creaked,
And she scowled and moaned and howled and groaned
That the hill was so long and so crooked and steep,
That where she would leap

She must creep.

Hissing white hot steam, snorting black hot flame,
On struggling, yet lagging,
As if she was dragging

Heavy manacled gyves or a ball of shame:

Her headlight eye burned into the night,
As some infuriate monster's might

If chained 'gainst a victim secure in flight.

Thus racked, panting and growling, she reached the top
Of the summit grade at the "Summit Shop."

Here the schedule said "stop"

For water and coal—oil up and inspect

The train's running gear and look close for defects."

From this point down to the western side

For nineteen miles—twelve near the river's side—

The track was as straight as a railway can be

'Till it reached a sharp curve near a leaning oak tree.

Here the engineer always said: "Now let her glide,"

And made up the time

Perhaps lost on the climb.

The signal was given. Refreshed to a zest

Old "89" started

Once more to the west

And down this straight spin, called the "Devil's Run,"

darted.

Being an hour behind

She sped by springs, rushes and glides at a pace

That made a night race

'Twixt an ogre of flame and phantom-winged winds,

With a cyclone's rush, yet with scarcely a jar.

Down the "run" she flew with her thirteen cars,
Her driving-wheels looked like million-rayed stars.

Surging on o'er the ground with loud thundering bounds
Ran this metal-muscled and steam drinking hound.

At every crossing her ghostly bell

Clanged sharply once like a dirge or knell,

And her shaggy smoke, like a gorgon's mane,
Curled off through the air, and enveloped the train

Like its roar.

When the fireman opened the fire-box door

A crimson zone leaped from that flaming lair

Through the frosty depths of the boreal air

With a ghastly glare,

Which danced through the moonlight and ran with the

train

But to crouch when the furnace was closed again.

On she flashed, dashed and crashed through open and

wood,

On she swished with swift swirls past the houses that

stood

Apart in still fields or close clustered in towns,

Into hovels and mansions, through switches and gates.

Her hoarse whistle shrieked fiendish yells like the Hates,

While hot cinders fell down

From ashpan and stack

Back along the steel track,

In a blazing red road, like a fire-path in hell.

With hand on the lever, her brave engineer

Peered into the night

Through the dancing arc of her yellow head-light:

Every muscle alert

With vigilant care untroubled by fear,

To make up his time without mishaps or hurt.

He at last struck the curve near the "Leaning Oak,"

Had just leaned out, proudly patting her cab,

To whisper, "You flirt!"

Had just said to his fireman, "Jack, she's no crab,"

When an axle broke

On her forward truck:

She reeled for a second as if she were struck,

Then began to thump.

And to bump, hump and jump

Over the live oak ties, as if they were stumps.

Deene set the air brakes; he reversed; gave her steam,

Then grasping her throttle

As a drunkard a bottle

And his hand were a vice—

Saw below him the river

Half filled with floe ice.

How her speed sends her smashing on over the ties!

Will she never stop? How she shakes and shivers!

How every inch of his train seems to quiver!

No! a glance back tells him each car runs as still

As it did on the upward side of the hill.

Good! Only the engine is off the track—

But she's off to the right! Great God, that's the side

Where the deep iced river rides.

"Here Jack! climb this tank! Quick as hell, man, get

back,

And pull that pin

When I reverse again.

Or when she goes down, she'll pull 'em all in."

Stumbling over the wood, clambering over coal,
As the engine limped, then staggered, now rolled,
Jack Ford pulled the pin, just as "89" lunged
Down into the stream with a hissing plunge.
But there stood the cars as still as if stopped
At some signal switch when a red light's dropped.

The fireman stood on the baggage car step

Peering into the stream

Where the engine leapt.

As we fixedly stare in some aching dream.

What is that creeps slowly over the tank

From the half frozen flood?

Then crawls like a worm up a stony bank?

'Tis the engineer covered with ice, while his blood

Flows fast through a cruel gash in his head,

That is horribly red.

But his great, steadfast soul, supreme till it fled

Illumined the blood as he whispered, "Jack,

"Get a red light somewhere: quick, run up the track—

"Think—the east-bound express—I'm all right—hurry

back."

As the two expresses stood nose to nose,

Deene lay down between them, in frozen clothes.

He had saved two trains—

And babes, fair maidens, fond mothers, strong men,

Rode unchilled by the flood,

Slept unwounded of blood.

When the Omnipotent Ken

Scans Eternity's realms to give crowns to true men,

And the angel of records calls "Deene, engineer!"

Can you doubt that then

He will answer there as he did at the oak

When the axle broke—

"I am here."

—N. Y. Tribune.

A fashion journal says there is a knack in putting
on gloves. Come to think of it, that's so. You have
to get your hand in, as it were.—Washington Post.

MINNEAPOLIS and ST. LOUIS RAILWAY

AND THE FAMOUS

Albert Lea Route.

TWO THROUGH TRAINS DAILY

FROM ST. PAUL AND MINNEAPOLIS

TO CHICAGO

WITHOUT CHANGE, CONNECTING WITH THE F&M.
TRAINS OF ALL LINES FOR THE

EAST AND SOUTHEAST

The DIRECT and ONLY LINE running THROUGH CARS
between ST. PAUL, MINNEAPOLIS and

DES MOINES, IOWA,

VIA ALBERT LEA AND FORT DODGE.

Solid Through Trains Between ST. PAUL, MINNEAPOLIS AND ST. LOUIS,

And the Principal Cities of the MISSISSIPPI VALLEY,
connecting in Union Depot for all points
SOUTH and SOUTHWEST.MANY HOURS SAVED, and the ONLY LINE running TWO
TRAINS DAILY to KANSAS CITY, LEAVENWORTH, and
ATCHINSON, making connections with the UNION PACIFIC,
and ATCHISON, TOPEKA & SANTA FE RAILWAYS.Close Connections made in Union Depot with all trains
of the St. Paul, Minneapolis & Manitoba; Northern Pacific;
St. Paul & Duluth Railways, from and to all points NORTH
and NORTHWEST.REMEMBER! The Trains of the MINNEAPOLIS & ST.
LOUIS RAILWAY are composed of Com-
fortable Day Coaches, Magnificent Pullman Sleeping Cars,
Horton Reclining Chair Cars, and our justly celebrated
PALACE DINING CARS.150 LBS. OF BAGGAGE CHECKED FREE. Fare always as
Low as the Lowest! For Time Tables, Through Tickets, etc.,
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New York Office,

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DON'T FORGET

THAT THE CHICAGO & NORTHWESTERN
RAILWAY runs DINING CARS.

THAT These DINING CARS are built and fitted up
without regard to cost, but with special ref-
erence to securing the greatest possible lux-
ury, convenience and comfort to the patrons
of this Road.

THAT The Meals served on these cars are, in point
of preparation, service and variety, equal to
those served by any first-class hotel.

THAT "Fifteen Minutes for Dinner" is rapidly
sinking into oblivion on this Road.

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Chicago and Council Bluffs (Omaha), and
Chicago and St. Paul and Minneapolis, and
on four trains between Chicago and Mil-
waukee.

THAT The SLEEPING CARS and DAY COACHES run
by this line are unequalled for cleanliness
and comfort.

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THAT If you are going to travel, and want the
best accommodations known to modern
Railways, the NORTHWESTERN is in a
position to give them to you.

All Agents Sell Tickets via this Line.

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Sole Shippers to the Northwest of Phila-
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ENGINEERS AND MACHINISTS

PHILADELPHIA, PA.

Improved Machine Tools For Working Iron and Steel.

Shafting, Pulleys, Hangers, etc., for Transmitting Power.

Improved Self-Adjusting Injector of 1876,

Started, Stopped and Regulated as to Capacity by one Lever.

FIXED NOZZLE AUTOMATIC INJECTOR OF 1886,

Either a lifter or non-lifter; no extra valves or fittings required; tubes can be removed without disturbing pipe connections; is perfectly automatic in its action; requires no especial manipulation to operate it.

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FREIGHT CARS OF ALL CLASSES. CAR WHEELS AND CASTINGS.

CAPACITY, THIRTY CARS PER DAY.

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THE SPILKINS CONVERSATIONS.



"James," said Mrs. Spilkins, as she leaned over his chair, "you haven't been in until midnight for a week. Last night you promised to bring up some Horlick's food."

Here the baby gave a wild yell and Spilkins looked up from his book.

"Madame, if you don't hush that child I will strangle it. Here I am studying up the tariff so as to be able to converse with Wm. McCulloch, and you shout out about Horlick's food. Do you know, madame, what that stuff costs the consumer? I guarantee you don't—in fact, what you do know, Mrs. Spilkins, is a damage to you. If we had foreign competition do you suppose the manufacturer would be getting richer and the consumer—the baby, as it were—poorer? You don't know nor care? I dare say you don't. All you care about is to bullywrag me for not sitting up with you all night to hear that little animal howl. You must remember, madame, that I have some political duties to attend to."

"What," said Mrs. Spilkins, with a gleam of pride, "are you going to run for office, James?"

"Oh, yes," said Spilkins, with a wiled laugh, "I am running for the lord chancellorship—didn't you know that before?"

"No, I didn't," said the little woman meekly, "but I suspected it. You know you went to church last month. As the wife of your bosom you ought to have confided in me. Does the lord chancellorship pay much, James? Shall we be able to go to see the ice palace this winter?"

Spilkins looked at her stonily, "Yes, madame, the salary is enormous—it is fabulous. I shall proceed to dress you in Turkey morocco and diamonds as soon as I am elected, and label you my little cyclopaedia of political information. All you lack, Mrs. Spilkins, is a long upper lip to be a second John Kelly. You knew all along I was running for the lord chancellorship, did you? Ho! ho! ho!"

"Well, you might as well be running for that office or some other," said Mrs. S., with a dangerous gleam in her eye. "You couldn't be any more irregular in your habits, or more untruthful if you were running for the presidency, and there is a half pint of your political duties in the cupboard now."—Chas. F. Adams in *Cooperstown Courier*.

BEAUTIFUL ST. PAUL.

Says a writer in the *Los Angeles Tribune*: Beautiful St. Paul sits a queen on the curving banks of the Father of Waters, holding in her hands, as a bundle of arrows, the far extending lines of travel and trade to the great Northwest and Southwest. Tributary to her merchants lie the great grain belts of Manitoba, Dakota and Nebraska, and the cattle kings of the vast plains send through her their riches to the East. Gold, silver and fur are there exchanged for things edible, necessary and sumptuary. Her markets feed the forts that stretch a strong cordon around the wide scattered settlements of the West. A favorite camping ground of garrison military, whose fine salaries and bon vivant habits add an aristocratic flavor to her society wanting in the cities west of the Mississippi. Blest in basket and store, she adds to her material wealth the moral strength there is in fine schools, colleges and art culture, hospitals and reformatories of each kind; and as the eye ranges over her terraced streets and emerald hills rich in architectural splendors, there rise the splendid temples of God, whose fretted domes and piercing spires give an ethereal beauty to the loveliest city on the Mississippi. This picture rapidly fades as the traveler is borne by steam away from the city into the green billowy prairies, fringed with oak, maple, elm, poplar, birch, plum, ash, beech, walnut, all glowing in sacrificial splendor of color.

OF SPECIAL INTEREST.

- Our Special Portland number (November, 1885)—Fifty illustrations of Portland, Oregon.
- Our Special Astoria Number (December, 1885)—Astoria, Oregon, handsomely illustrated.
- Our Special Fargo Number (March, 1886)—(Col. Lounsbury's illustrated article on Fargo, Dakota.
- Our Special St. Paul Number (April, 1886)—Seventy pictures of St. Paul; numerous articles by business men of the city.
- Our Special Seattle Number (May, 1886)—Seattle, Washington Territory. Profusely illustrated. Descriptive article of Hon. Beriah Brown.
- Our Special Duluth Number (Jan. 1886)—Col. Lounsbury's pictorial and descriptive presentation of Duluth, Minn.
- Our Special Helena Number (July, 1886)—Helena, Montana. Profusely illustrated. Descriptive articles by Cornelius Hedges, "E. V. S.," H. L. Jackson and J. S. Dickerson.
- Our Special Number on Billings, Montana (August, 1886)—with numerous illustrations. Contains also illustrated articles on Livingston, Townsend and Deer Lodge.
- Our Special Washington Territory Number (September, 1886)—with over forty illustrations of towns and scenery. The journey of the Editor and Artist through the Big Bend Country and the Tour of the Northwest on Wheels to all the towns in the Territory accessible by rail are described and pictured.
- Our Special Dakota Number (October, 1886)—Describing the journey of the Editor and Artist through the James River and Sheyenne Valleys. Profusely illustrated. Also contains special illustrated article on the City of Fergus Falls, Minnesota, by H. C. Leonard.
- Our Special West St. Paul Number (November, 1886)—The new St. Paul Union Stock Yards and the West Side illustrated.

Either of the above numbers mailed on receipt of 15 cents. Send postage stamps. Address:

THE NORTHWEST MAGAZINE,
St. Paul, Minn.

THE NEW YORK TRIBUNE.

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The campaign just closed found the country in the trough of the political waves. The Republican managers have made the best struggle they could against a state of general apathy. In a few States they have been aided by the inspiring presence of a great leader, whose speeches have awakened almost the only enthusiasm anywhere shown. The result of the campaign is gratifying; its gains are an inspiration; the Democratic losses are a plain guide to the popular drift. From this time forward the country will feel the lift of the advancing wave of 1888, which, if we all do our duty, will sweep out from Washington the masqueraders now in possession, the foes of protection, equality and patriotic government. It is now the duty of all earnest and experienced workers to bend their energies toward united and hearty work for 1888. The party is to be consolidated, cheered and rallied. To this work THE TRIBUNE pledges its zealous efforts.

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Short Articles, instructive and entertaining, will abound. Among these are: "How a Great Panorama is Made," by Theodore R. Davis, with profuse illustrations; "Winning a Commission," (Naval Academy), and "Recollections of the Naval Academy"; "Boring for Oil," and "Among the Gas-wells," with a number of striking pictures; "Child-Sketches from George Eliot," by Julia Magruder; "Victor Hugo's Tales to his Grandchildren," recounted by Brander Matthews; "Historic Girls," by E. S. Brooks. Also interesting contributions from Nora Perry, Harriet Prescott Spofford, Joaquin Miller, H. H. Boyesen, Washington Gladden, Alice Wellington Rollins, J. T. Trowbridge, Lieutenant Frederick Schwatka, Noah Brooks, Grace Denio Litchfield, Rose Hawthorne Lathrop, Mrs. S. M. B. Piatt, Mary Mapes Dodge, and many others, etc., etc.

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A LITTLE NONSENSE.

Each sunny hour behind my chair she stands,
A heap of empty dishes in her hands,
And doth to earth my fondest earnings dash
By murmuring "Beefsteakcornbeefhash."

At noon again behind me doth she halt,
And with her dimpled finger smooth the salt,
Ah, how I hate to hear that awful squawk,
"Clamchowderroastbeefroastlambpork."

And then when dewy eve once more has come,
"Mikado" airs around me doth she hum,
Until her dreary voice my tired ear greets,
"Nothingtonightbutjustcoldmeats."

—New Haven News.

A BAD MISTAKE.—"Yes," said the chairman, sadly, "our temperance meeting last night would have been more successful if the lecturer hadn't been so absent-minded." "What did he do?" "He tried to blow the foam from a glass of water."

NO ST. PAUL RELICS FOR HIM.—"Have you heard of that interesting case down East of a woman who was cured of paralysis by the miraculous power of a relic of St. Paul?" "Yes, I have; but I'm from Minneapolis, and I wouldn't touch a relic of St. Paul with a ten-foot pole."—The Rambler.

"Yes, Bobby," said the minister, who was dining with the family, "everything in this world has its use, although we may not know what it is. Now, there is the fly, for instance. You wouldn't think that flies are good for anything, yet—" "Oh, yes, I would," interrupted Bobby. "I know what flies are good for." "What, Bobby?" "Pa says that they are the only things that keep him awake when you are preaching."

Chicago Man: "Got any Chicago papers?" Omaha News Dealer: "The Chicago papers will not be here for an hour or more. Are you from Chicago?" "Yes." "Did you see what Rev. Sam Jones says about your city?" "Why, no." "He says ever kind of sin described in the Bible is committed in Chicago." "Is that so? How soon did you say the Chicago papers would be here?" "Oh, not for an

hour yet." "Well, how much are your Bibles?"—Omaha World.

FISHING WAS GOOD.—"James," said the president of an Ohio manufacturing company, "you have been with us twenty-eight long years." "Yes, sir." "And I would trust you with every dollar I have in the world." "Thanks, Mr. White—many thanks." "But, James, speculation is so rife that the board have decided to examine your books; it's a mere matter of form you know, and you may go off fishing to-morrow while an expert glances over them. Hope you luck, James." James' shortage was \$17,000, and he wrote from Canada that it began eleven years ago.—Wall Street News.

"How does your father seem to regard my coming here?" anxiously asked Adolphus of little Bobby, while Miss Maud was upstairs getting ready to present her self. "I guess he don't care nothin' about it," replied Bobby carelessly. "So he has no objection, eh? But what did he say, my little man?" "He said if Maud had a mind to make an idiot of herself, why, let her."

He (tenderly): "And what do you think of the engagement ring I sent you, Jennie?" She (delightedly): "Oh, it is beautiful; in fact the handsomest one I had ever given me."—Milwaukee Wisconsin.

It has been ascertained that there are several spots in the Atlantic Ocean which are over four miles in depth. They are nice quiet spots to which an old whale can retire to smoke his pipe and wonder over the general wickedness of mankind.—Detroit Free Press.

A Minnesota exchange speaks of a boy whose right hand is badly deformed. It is nearly all forefinger, that member being slender, muscular, and about nine inches in length. For long and weary years the world has been waiting for such a boy as this. He could clean the lamp-chimneys of an entire township.—Chicago Tribune.

"Yes, sir," said a San Franciscan the other day; "California's just a booming, I tell you. There never was better times than just now. Money's plenty, whisky's cheap and everybody's in clover. I never see such real prosperity since I've been on the coast." "Who is that fellow?" I asked. "He's a politician and there are five candidates for office."—San Francisco Chronicle.

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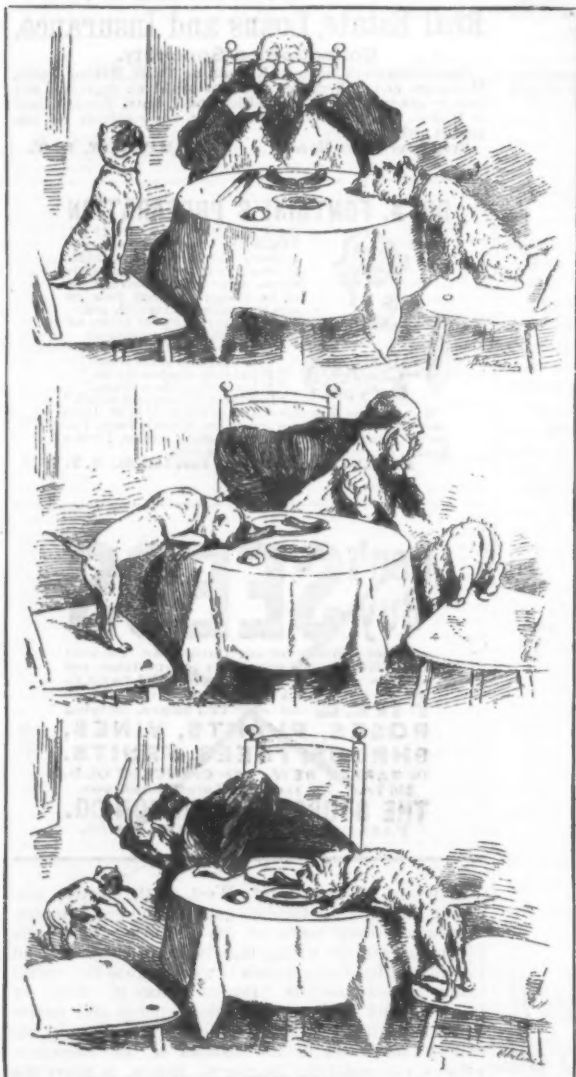
I.
The milkmaid sat on the milking stool,
Sing hey for the merry farmer's life!
With happy dreams her mind was full
Of the time when she'd be a farmer's wife.

II.
The brindle cow stood quite and still,
Sing hey for the placid brindle cow!
With foamy whiteness the pail did fill
Not at all like the milk you buy, I trow!

III.
The farmer's boy on the other side,
Sing hey for the playful farmer's boy!
With on ox-goad tickled the brindle's hide,
Unseen by the milkmaid, kind but coy.

IV.
The brindle lit out with her nigh hind leg,
Sing hey for the brindle's active kick!
One old hen laughed till she laid an egg!
But the milkmaid made the small boy sick!
—Somerville Journal.

THE DOGS AND THE SAUSAGES.



A FRIENDLY SUGGESTION.

MR. BALDHEAD: "I can't make up my mind what to give my wife for a New Year's present." SARCASTIC FRIEND: "Well, I can help you out of your difficulty. Present her a lock of your hair!"

NONSENSE.

"There's many a slip 'twixt the cup and the lip!"
How well that adage wears.
I had a slip which touched my lip—
'Twas down our cellar stairs.
The flowers that bloom in the fall, trala,
Had something to do with the case.
The vase in the case, the lip-touching slip
Made a Crysanthemum show of my face.

H.

"AH-GOO!"

Vot vas id mine baby vas trying to say,
Ven I goes to hees crib at der peak of der day?
Und oudt vrom der planket peeps ten leedle toes,
So pink und so shweet as der fresh plooming rose,
Und twisting und curling demselves all about,
Shust like dhey vas saying: "Ve vant to get oudt!"
Vhile dot baby looks oup, mit dthose bright eyes so plue,
Und don'd could say nodings; shust only:
"Ah-Goo!"

Vot vas id mine baby vas dinking about,
Ven dot thumb goes so quick in his shweet leedle mout,
Und he looks right away like he no undershandt
Der reason he don'd could quite shvallow hees handt;
Und he digs mit dthose fingers rightd into hees eyes,
Vhich fills hees oldt fader mit fear und surbrise;
Und ven mit dthose shirr nasdie dricks he vas droo,
He lay back and crow, and say nix budt:
"Ah-Goo!"

Vot makes dot shmall baby shmile, ven he's ashleep;
Does he dink he vhas blaying mit some von, "bo-peep?"
Der nurse say dthose shmilas vas der sign he haf colic—
More like dot he dtheams he vas haling some frolic;
I feeds dot oldt nurse mit green abbles, some day,
Und dthen eef she shmilas, I pelief vot she say:
Vhen dot baby got cramps he find someding to do
Oxcept shmile, and blay, und keep oup hees
"Ah-Goo!"

I ask me, somedimes, when I looks in dot crib;
"Vill der shirr-frontt, von day, take der place of dot bib?
Vill dot plue-eyed baby, dot's pooling mine hair,
Know all vot I knows about drouble und care?"
Dhen I dink off der vorlitt, mit its pride und its sins,
Und I vish dot mineself und dot baby vas twins.
Und all der day long I haf nodings to do
Budt shust laugh and crow, und keep saying:
"Ah-Goo!"

—Charles Follen Adams in Youth's Companion.

An Awful Doom

of any nature is usually avoided by those who have foresight. Those who read this who have foresight will lose no time in writing to Hallett & Co., Portland, Maine, to learn about work which they can do at a profit of from \$5 to \$25 and upwards per day. All is new. Capital is not required. You are started free. Both sexes. All ages. Particulars free. A great reward awaits every worker.

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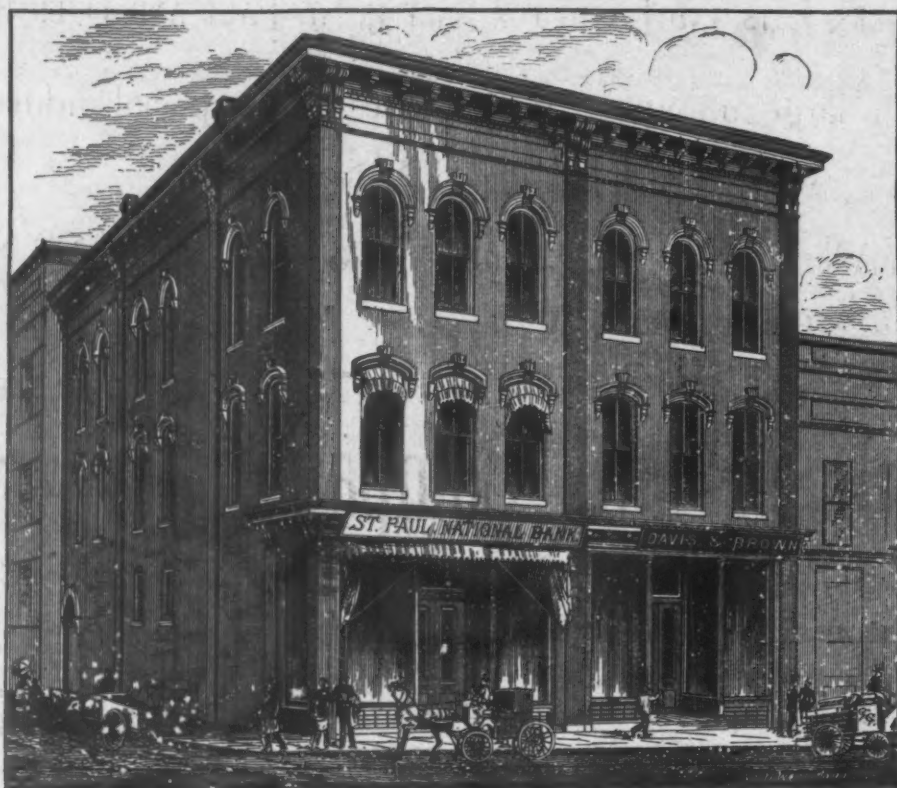
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ing real estate in St. Paul, and the constant and rapid growth of the city in population and solid improvements, makes this the safest and surest place for profitable

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St. Josephs Academy.

St. Josephs Academy for young ladies, under the direction of the Sisters of St. Joseph, is pleasantly situated in the western part of the city. We give a fine engraving of the building in this issue. The academy can be reached from the Union Depot by St. Anthony Hill street car without change. The return car can be taken at the gate.

The site of the academy is one of the healthiest and most beautiful in the city. The entire building is heated by steam, the boilers and steam laundry are situated in a separate building which is located several hundred feet in the rear of the academy proper, and gas pipes have been laid in all of the rooms. Besides these precautions against fire, night watchers make the entire rounds of the building several times during the night. Great attention is given to the health of the pupils. The recreation grounds not only afford room, but offer every inducement to out door exercise. Large recreation halls give opportunity for active indoor recreation in bad weather. The course of study in the elementary grades is of the usual English branches with a rudimentary course of vocal music and drawing. In the advanced classes a full academic course is given. Pupils may pursue special course in music and drawing when desired. They are prepared to offer unusual advantages to students who are advanced in some studies, but deficient in others. A fine library and museum are among the many means of improvement. The following note explains itself:

TO THE SISTERS OF ST. JOSEPH: I take pleasure in assuring you, that I think your sanitary arrangements at St. Josephs Academy about as perfect as it is possible to make them; and this, combined with the healthful location, should make your institution almost impregnable to sickness.

D. W. HAND, M. D.

Terms of board and tuition, including a course of drawing lessons; vocal music in class, French and German in advanced course, all styles of plain and ornamental needlework, washing, bedding, etc., per session (of five months), ninety dollars.

The Second National Bank.

The Second National Bank of St. Paul, although not the largest is one of the strongest banks in the West, being noted for its conservative management, its large surplus, and the high standing and wealth of its stockholders and directors, many of whom are among the most prominent business men and capitalists in the city. It was organized as a national bank in 1864, with E. S. Edgerton as president, and D. A. Monfort, as cashier, both of whom still occupy the same positions. Designated as a United States depository in 1868, it has since that time, in addition to its other business, been one of the chief financial agents of the Government in the West, annually receiving and disbursing millions of dollars of the public funds. It numbers among its customers many of the "old settlers," some of whom have done business with the bank and its immediate predecessor for more than thirty years. The magnitude of the exchange business of St. Paul may be judged from the fact that, although standing fourth on the list, the transactions of this bank alone during the year 1885 amounted to more than \$13,000,000. Its present officers and directors are as follows: E. S. Edgerton, president; A. S. Cowley, vice president; D. A. Monfort, cashier; A. M. Cowley, assistant cashier. The directors are: E. S. Edgerton, A. S. Cowley, Peter Berkey, Wm. B. Dean, Dr. David Day, C. W. Griggs, N. W. Kittson, D. A. Monfort, Geo. H. Ranney, J. S. Robertson, Dr. F. R. Smith, Isaac Staples, and I. P. Wright.

The Monfort Library.

Our artist has furnished us for this issue a pretty little sketch giving a view in the library of D. A. Monfort, Esq., cashier of the Second National Bank. It is the largest and most valuable private library west of Chicago, and contains many old and rare works, gathered in great part during Mr. Monfort's travels abroad. The sketch, however, shows only a small portion of the library proper, which altogether, contains many thousands of volumes.

J. C. STOUT & CO.,
REAL ESTATE AND FINANCIAL AGENTS,
324 Jackson Street (Cliffman Block),
ST. PAUL, - - - MINN.

Correspondence solicited.

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No. 18 Wall Street, New York.

RIVAL RAILROAD PROJECTS.

It does not often occur in the far West that two railroad enterprises conflict with each other, as to routes and tributary country. As a rule there is a long and vehement cry for railroad facilities before any road comes, and people are abundantly satisfied with a single line. In Montana, however, there is a case of the contrary sort. A company has been organized, under the name of the Montana Central, for the purpose of building a road from Helena, by way of the Red Mountain mines and the Prickly Pear Canyon, to the Missouri River, and thence to the Sand Coulee coal fields, the new town of Great Falls and the old town of Fort Benton. Mr. Broadwater, president of one of the Helena banks, and an enterprising, public-spirited and wealthy citizen, is at the head of this undertaking. The line has been surveyed by Col. Dodge, who was chief engineer of the Rocky Mountain division of the Northern Pacific during the construction period.

Now comes Gov. Sam. Hauser, who is also president of a bank, and also an enterprising, public-spirited and wealthy citizen, and announces that he intends to build a railroad to the Red Mountain mines, and thence to Great Falls and Benton; and Mr. Bonner, of Deer Lodge, whom everybody in Montana knows to be possessed of money and energy, announces that he is in the project and that the road will be built at once.

Great excitement appears to exist in Helena about these rival enterprises. On one hand it is alleged that the Broadwater project is a home affair calculated to develop the Territory and benefit Helena, whereas the Hauser plan is condemned as contemplating the construction only of a feeder to the Northern Pacific, which will be operated without any special regard to local interest. The Hauser party, however, insist that the Broadwater plan is held up on one side by the Canadian Pacific, and on the other by President J. J. Hill, of the Manitoba Company, and that its real aim is to build up a large town at the Great Falls of the Missouri and to draw thither ores from the Helena district for reduction and smelting. At Great Falls, they argue, it is to connect with a branch of the Canadian Pacific, which would be its eastern outlet, until Mr. Hill gets ready to extend his line from Devils Lake, Dak., to the Great Falls. Instead of drawing business to Helena, the Broadwater road, they declare, would build up Great Falls City and draw trade towards the Canadian Pacific at the expense of the capital of Montana.

We give these statements for what they may be worth, remarking only that the controversy is an interesting one, and that is not at all likely it will end in the construction of two roads. One party or the other will have to back down before much dirt is shoveled.

A STRONG newspaper team has taken hold of the Duluth News, heretofore a successful weekly, and is to make it the basis of a new daily, to be issued May 1st. Col. C. A. Lounsbury, the veteran journalist, of Bismarck, Dak., is to be the editor; W. H. Burke, recently editor of the Jamestown (Dak.) Capital, takes charge of the publication department; and W. S. Woodbridge, the old proprietor of the News, will manage the business office.

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NORTHERN PACIFIC EARNINGS.

The gross earnings for the month of February, 1886, as compared with those for the same month of 1885, were:

	1886.	1885.	Increase.
February	\$402,544.78	\$319,701.42	\$82,783.31

The total gross earnings from July 1, 1885, to March 1, 1886, were \$7,817,840.51, an increase of \$66,575.37 over the same period in the preceding fiscal year. For the same period the net earnings show an increase of \$213,155.93.

The following are the estimated gross earnings for the first three weeks in March:

	1886.	1885.	Increase.
First week	\$149,591	\$144,951	\$4,640
Second week	166,488	157,762	8,726
Third week	190,651	165,480	25,221

PRICES OF LEADING NORTHWESTERN STOCKS.

Messrs. Gold, Barbour & Swords, 10 Pine Street, New York, report the following closing quotations of miscellaneous securities, March 24th:

	Bid.	Asked.
Northern Pacific 1st Mortgage Bonds	113 3/4	113 3/4
" " 2d "	95 1/2	96
" " F. d'Oreille Div. "	102 3/4	103 1/4
" " Missouri Div. "	108	104
" " Dividend Certificates	90	90 1/2
St. Paul & Duluth, common	47 1/2	48
St. Paul & Duluth, preferred	105 1/2	108
Northern Pacific, common	23 1/2	24
" " preferred	55	55 1/2
Oregon Transcontinental	25 1/2	25 3/4
Oregon Railway & Nav.	95	96
Oregon Transcontinental bonds	95	95 1/2
Oregon Railway & Nav. 1sts	112 1/2	113
St. Paul & Northern Pacific 1sts	113 1/2	113 3/4
Northern Pacific Terminals	102 3/4	103 1/4
* And interest.		

ST. PAUL REAL ESTATE MARKET.

ST. PAUL, MINN., March 30, 1886.

The market is very active at present, and the number of inquiries for real estate investments, especially from the East, is unprecedented. An abundance of money is offered for loans on real estate security. In fact so large are the offerings for this kind of investment that money can almost be said to be going abegging for opportunities for loans on St. Paul real estate.

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GOLD, BARBOUR & SWORDS,

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Northern Pacific First Mortgage, Missouri and Fend d'Oreille Division Bonds and Preferred Dividend Certificates bought and sold.

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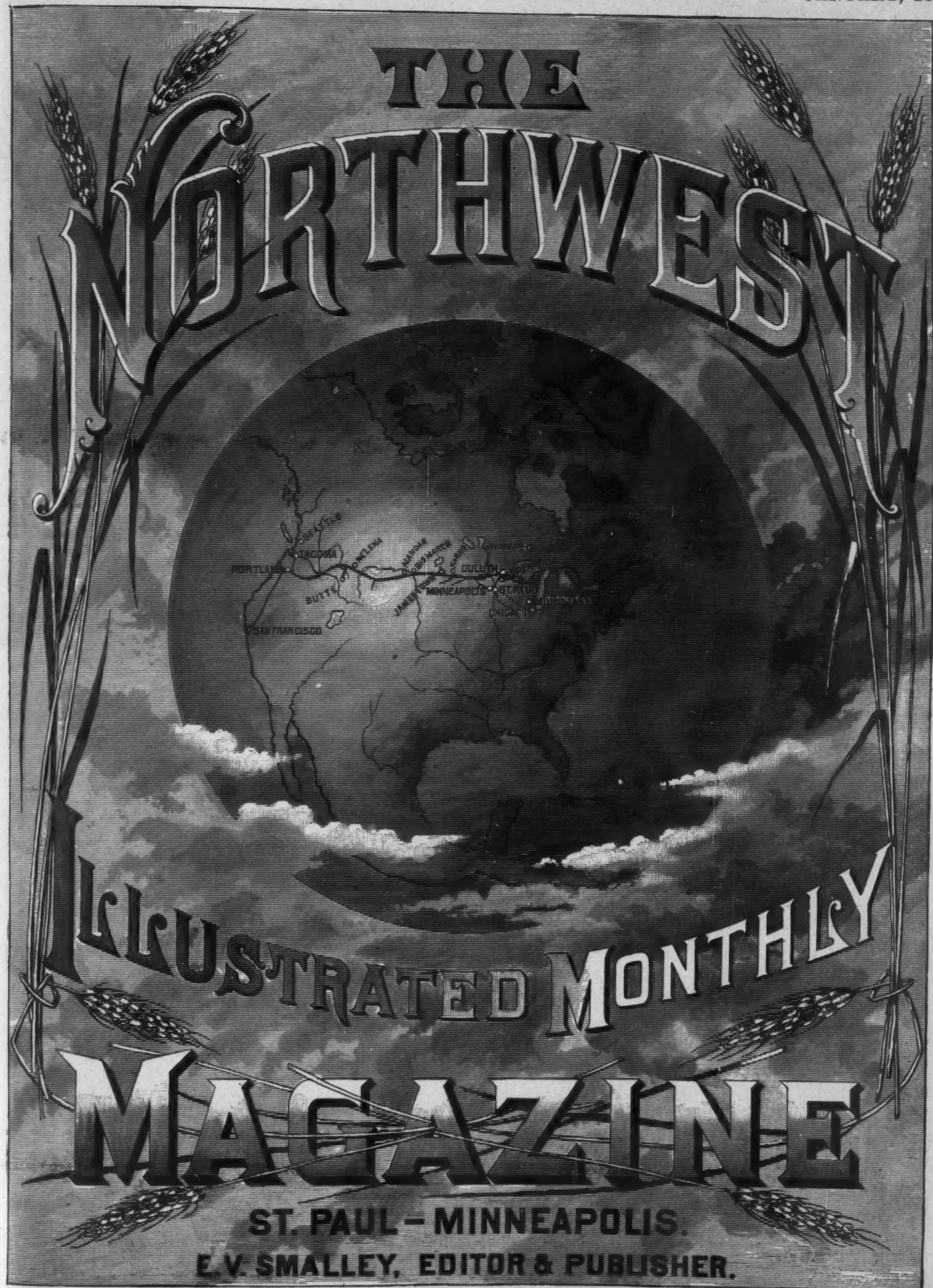
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VOL. IV.—NO. 1.

JANUARY, 1886.



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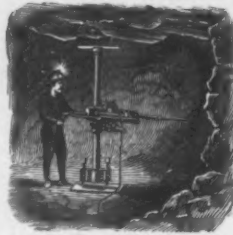
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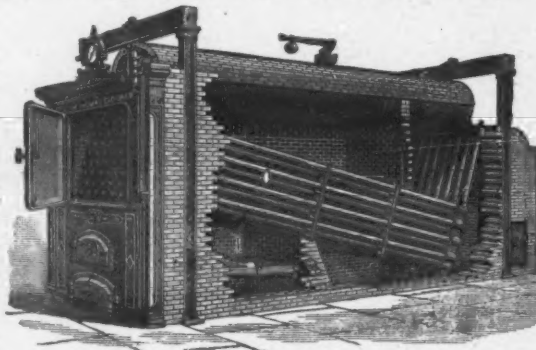
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Northern Pacific Railroad Lands

in Minnesota, and Dakota east of the Missouri River and within easy reach from established railroad stations on the line of the Northern Pacific Railroad and its branches are now being sold at lower prices than those asked by the Government for adjoining sections.

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Are that settlement is not made a condition of purchase; there is no delay in acquiring title to the lands purchased; and the preferred stock of the Northern Pacific Railroad Company is received at par in payment of principal and interest upon lands in Minnesota and Dakota EAST of the Missouri River. The Northern Pacific Railroad lands are sold on very easy terms to actual settlers under the

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This applies to all agricultural lands in both the Eastern and the Western Land Districts. Under this plan settlers will be required within one year from the date of purchase to build upon the land they may select, and also to break and cultivate not less than ONE-TENTH of the land during each of the first three years. The terms of payment are, one-tenth cash; at the end of the first year interest on the unpaid balance only; at the end of each of the next nine years, one-tenth of the principal, together with 7 per cent interest.

* The Agricultural Lands of the Company are also for sale on the

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On the Jamestown and Northern Branch of the N. P. R. R.

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Sykeston, the Mouse River Branch completed to this point.

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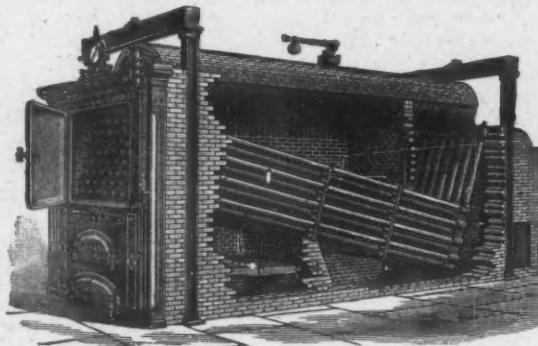
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Northern Pacific Railroad Lands

in Minnesota, and Dakota east of the Missouri River and within easy reach from established railroad stations on the line of the Northern Pacific Railroad and its branches are now being sold at lower prices than those asked by the Government for adjoining sections.

Some of the Advantages of Buying Lands of the Railroad Company

Are that settlement is not made a condition of purchase; there is no delay in acquiring title to the lands purchased; and the preferred stock of the Northern Pacific Railroad Company is received at par in payment of principal and interest upon lands in Minnesota and Dakota EAST of the Missouri River. The Northern Pacific Railroad lands are sold on very easy terms to actual settlers under the

TEN YEAR CREDIT PLAN.

This applies to all agricultural lands in both the Eastern and the Western Land Districts. Under this plan settlers will be required within one year from the date of purchase to build upon the land they may select, and also to break and cultivate not less than ONE-TENTH of the land during each of the first three years. The terms of payment are, one-tenth cash; at the end of the first year interest on the unpaid balance only; at the end of each of the next nine years, one-tenth of the principal, together with 7 per cent interest.

The Agricultural Lands of the Company are also for sale on the

FIVE YEAR CREDIT PLAN WITHOUT ANY REQUIREMENT AS TO SETTLEMENT.

WISCONSIN, MINNESOTA, NORTH DAKOTA AND MONTANA.—For Lands in Wisconsin, Minnesota, Dakota and Montana, on the five years' plan, the terms of payment are, one sixth cash; balance in five equal annual installments with 7 per cent interest.

WASHINGTON, IDAHO AND OREGON.—For Lands in Washington, Idaho and Oregon, on the five years' plan, the terms of payment are, one-fifth cash; at the end of the first year interest on the unpaid balance only; at the end of each of the next four years one-fifth of the principal, with 7 per cent interest.

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REBATES ON ALL LANDS IN MINNESOTA AND DAKOTA EAST OF THE MISSOURI RIVER.

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A rebate of the full price of a "One Way Land Ticket" or one-half of the price of a "Round Trip Land Explorers' Ticket" may be applied in part payment for 160 acres or more of the company's land in Minnesota and Dakota.

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JAMESTOWN.....	11.00	LA MOURE.....	11.00
MINNEWAUKAN (Devils Lake).....	14.00	MILNOR.....	9.10

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WISCONSIN.

Superior. MINNESOTA.

Brainerd,
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Audubon,
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Marshall,
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& S. W. Branch of the Northern Pacific Railroad.

On the Jamestown and Northern Branch
of the N. P. R. R.

Melville.
Carrington, the junction of the Mouse
River Branch of the J. & N. R. R.
Sykeston, the Mouse River Branch completed to this point.

New Rockford,
Edmunds,
Minnewaukan, the terminus of the
Jamestown and Northern Branch of
the Northern Pacific R. R., the Devils
Lake, and supply point for Turtle
Mountain and Mouse River country.
On the Main Line of the N. P. R. R.

Mapleton,
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Windsor,
Crystal Springs,
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Marmot,
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Glenullen,
Hebron,
Richardton,
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Moreland,
Gallatin,
Townsend,

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Garrison, junction of the Utah and
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Drummond,
Missoula,
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N. P., F. & B. H. R. R.
NORTH DAKOTA.
On the N. P., F. & B. H. Branch.
Wahpeton,
Milnor, Western terminus of the N. P.,
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On the Fargo & Southwestern Branch
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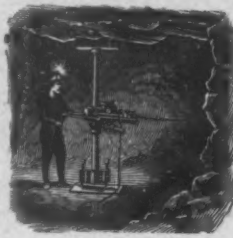
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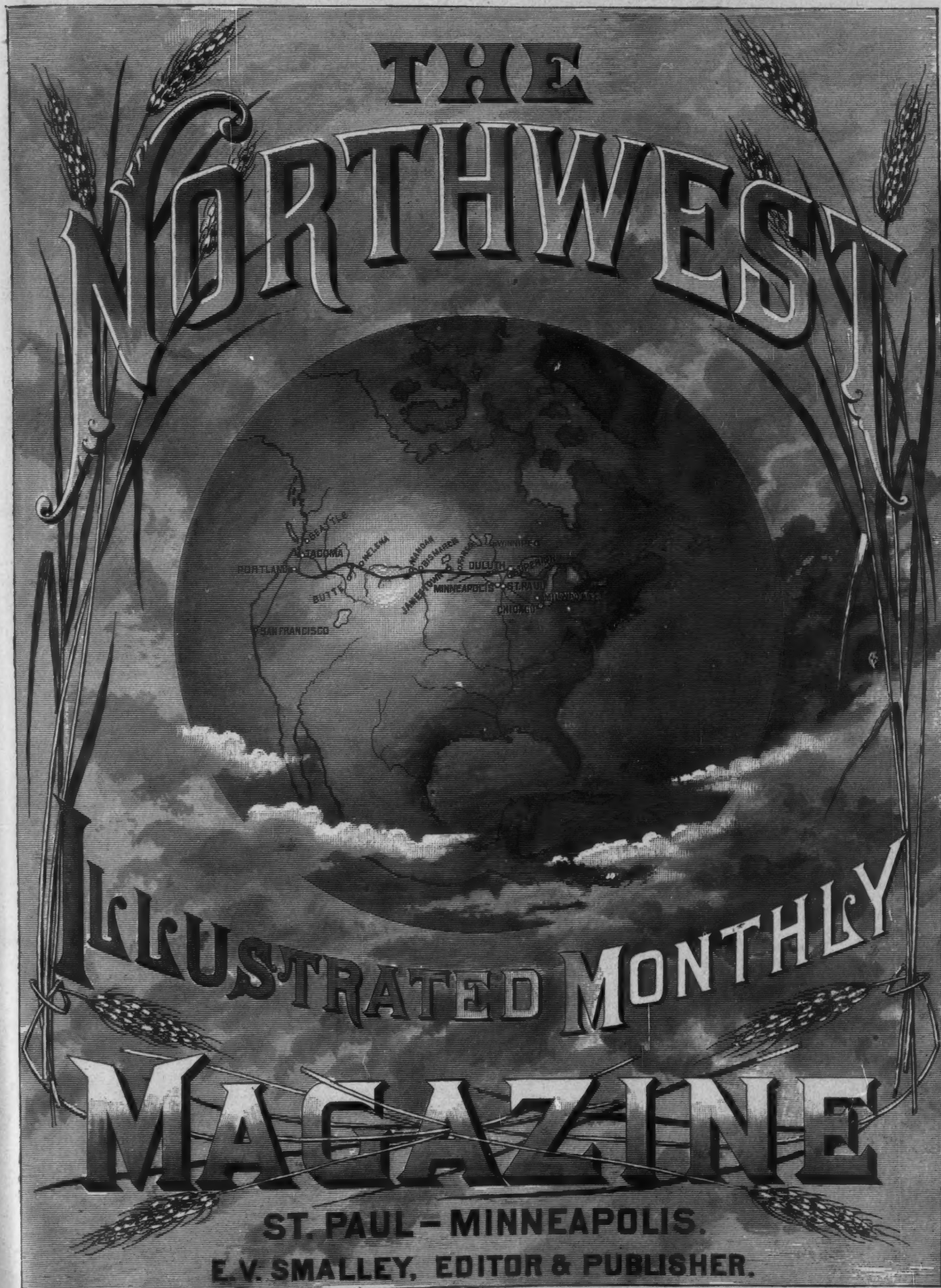
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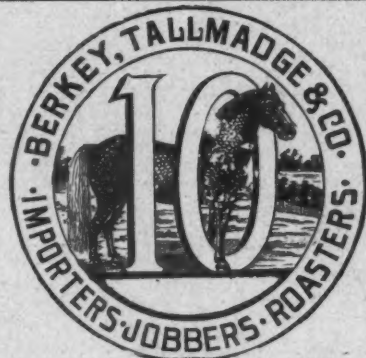
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The cover of "The Northwest Illustrated Monthly Magazine" features a central map of the Northwest region of the United States, showing cities like Portland, Seattle, Tacoma, Butte, Helena, Boise, Idaho, and Minneapolis. The map is set against a background of a cloudy sky with a large sun or moon. The title "THE NORTHWEST" is written in large, stylized letters at the top, and "ILLUSTRATED MONTHLY MAGAZINE" is written in large, bold letters at the bottom. The entire cover is framed by a decorative border of wheat stalks. At the bottom, it says "ST. PAUL - MINNEAPOLIS." and "E. V. SMALLEY, EDITOR & PUBLISHER."

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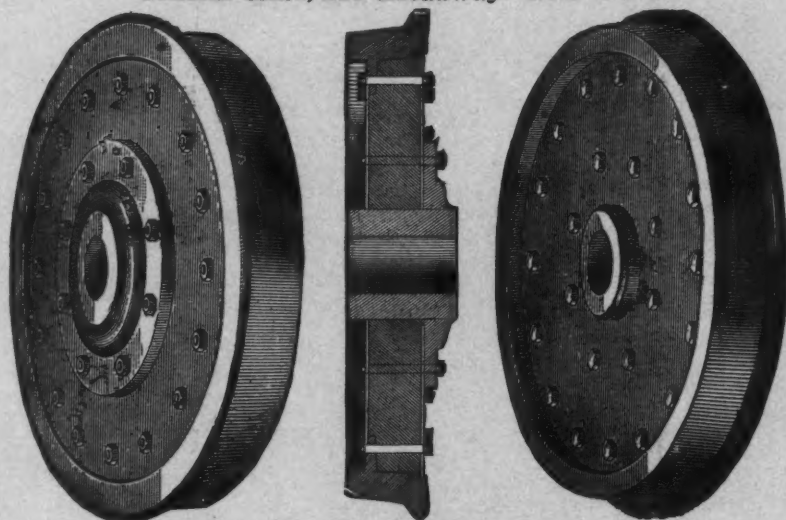
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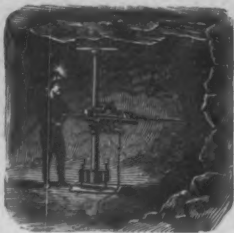
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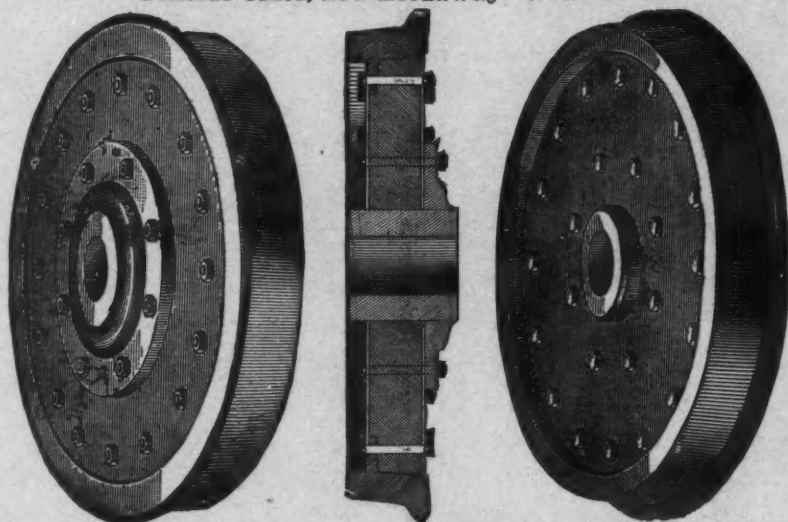
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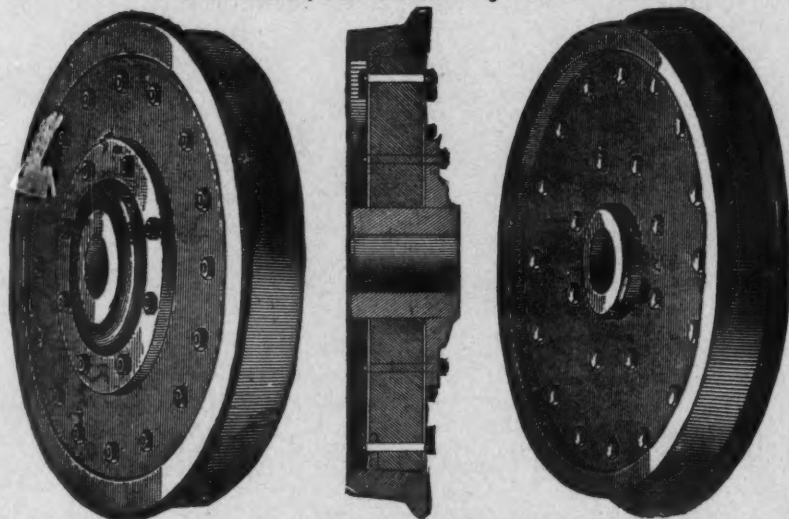
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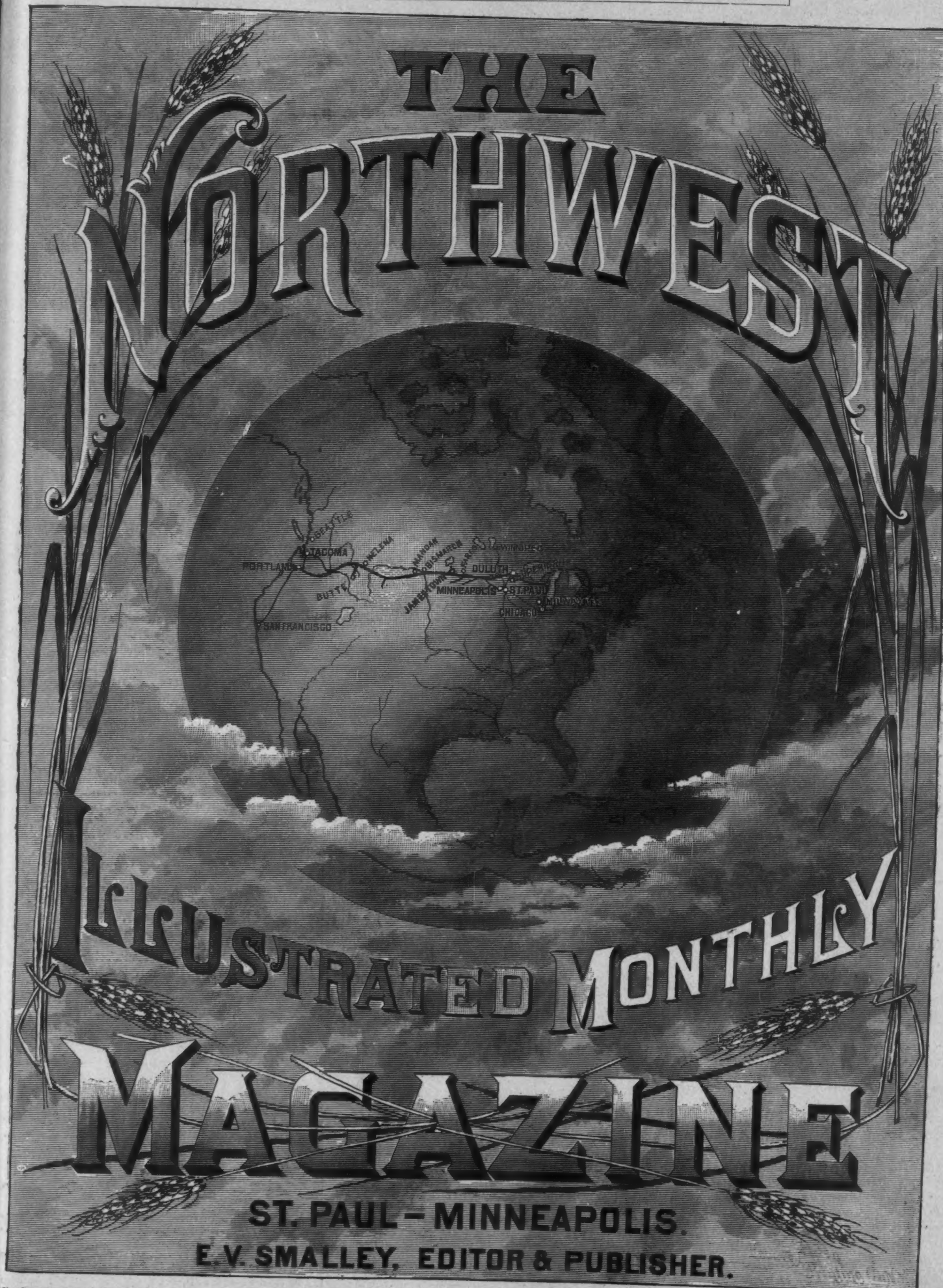
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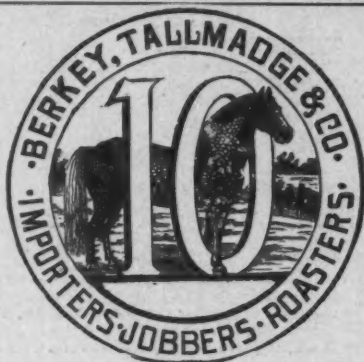
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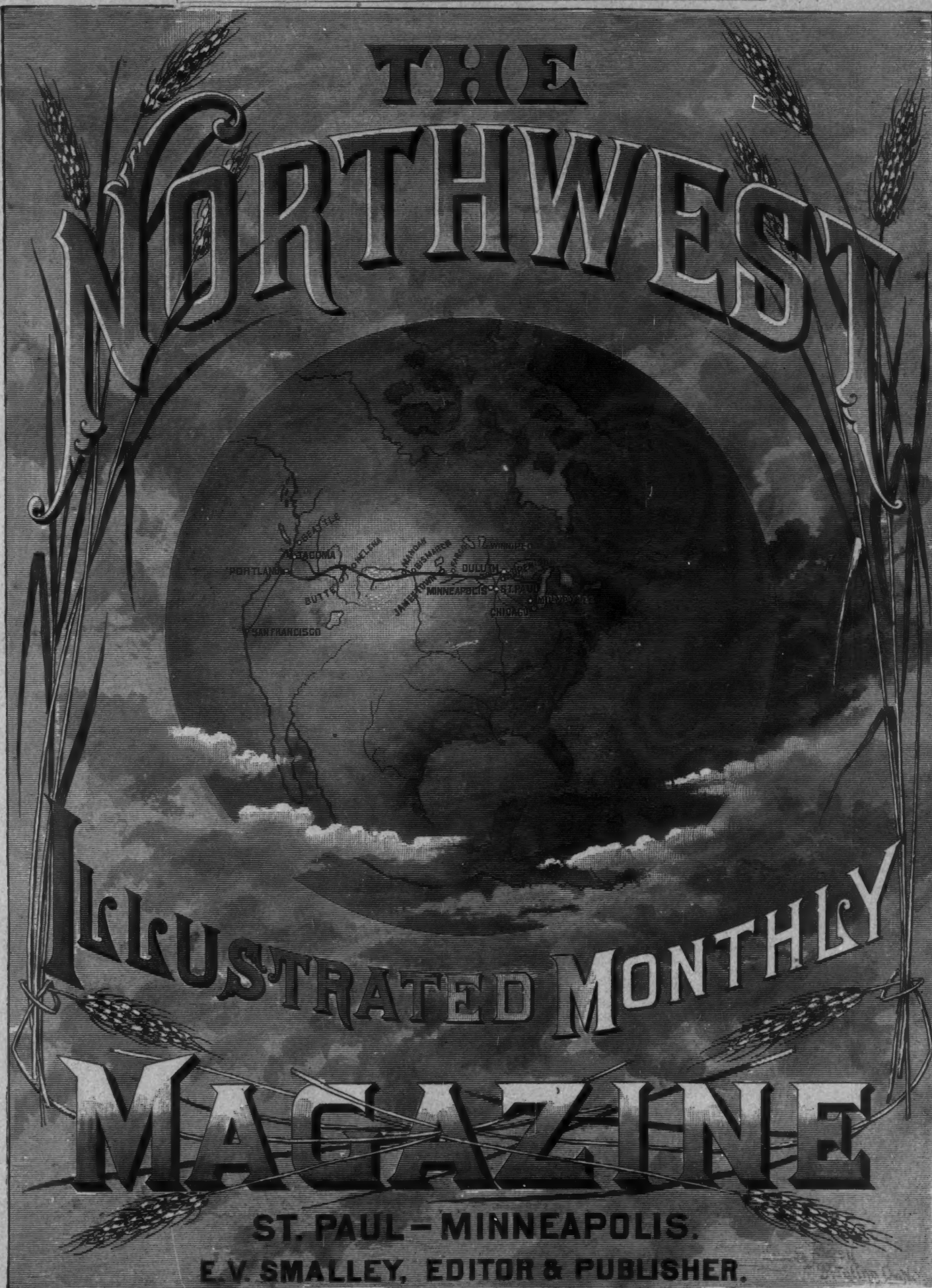
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BISMARCK, DAK., round trip rate from St. Paul, Minneapolis, Duluth or Superior.....	\$14.00	COOPERSTOWN.....	\$11.35
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Windsor,

Crystal Springs,

Tappan,

Menoken,

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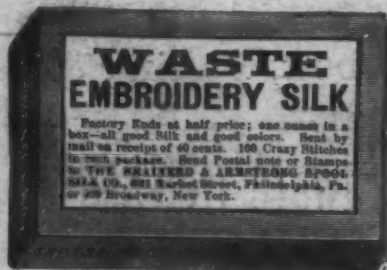
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